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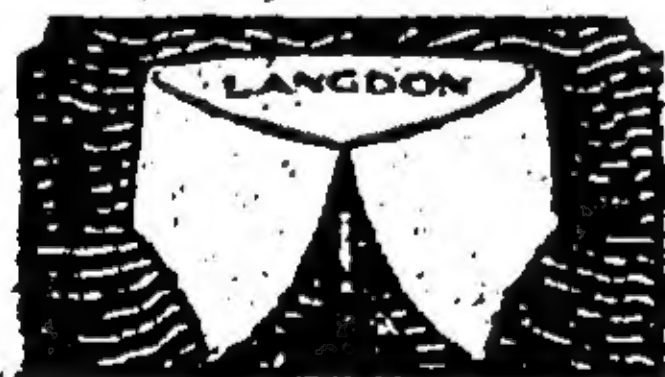
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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

PESTILENCE FOLLOWS FLOOD.

PRIVATIONS DRIVE SEVERAL PEOPLE INSANE.

A MOTHER'S LOVE.

PUEBLO, June 6.

Officials hold the opinion that fatalities as a result of the flood following the cloud burst do not exceed 250. The waters are now apparently receding. The authorities fear pestilence. Already 500 persons have been sent to hospital with diphtheria, pneumonia, and chicken pox. Several persons have gone insane. Numerous spectacular rescues were effected. In one case soldiers found a woman who had stood for hours in water up to her armpits holding a baby over her head. The floods have also greatly damaged several neighbouring towns. There are scenes of desolation all along the railway from Colorado Springs to Pueblo.

DENVER, June 6.

The River Platte has flowed over its banks and a number of streets have been submerged.

FIGHTING TROPICAL DISEASES.

BRITISH AND AMERICAN EXPERTS JOIN FORCES.

LONDON, June 6.

Reuter learns that an Anglo-American conference on tropical diseases is being held shortly at the Colonial Office. Maj. E. F. L. Wood, Parliamentary Under-Secretary of State will preside. The American representatives will be Mr. George Vincent, President of the Rockefeller Foundation, Mr. Wickliffe Rose, General Director of the International Health Board, and Dr. Victor H. Iser, Director for the East. The British delegates will comprise some of the foremost authorities on tropical disease, including Sir John Bradford, Senior Medical Adviser to the Colonial Office, Sir Walter Morley Fletcher, Secretary of the Medical Research Council, Major-General Sir William Leishman, Director of Pathology, Army Medical Corps, and Dr. Bagshawe, Director of the Tropical Diseases Bureau. The Colonial Office has been closely co-operating with the Rockefeller Foundation which recently approached the British Government with regard to experimental work in West Africa in connection with yellow fever regarding which the Colonial Office has given every facility. An attempt will now be made to co-operate on a wider basis with regard to fighting disease in tropical colonies.

UPPER SILESIAN FIGHTING.

GERMANS PROTEST AGAINST ALLIED ULTIMATUM.

LONDON, June 6.

The German Ambassador, Herr Schamer, presented a note to the Foreign Office protesting against the Inter-Allied Commission's ultimatum to the German General Hoefler contending that compliance would mean that the evacuated regions would be exposed to the Polish terror. Moreover, the measures threatened by the Commission would make the unloading of widespread civil war inevitable.

[A message from Oppeln on June 1 stated that, in spite of the Allied High Commission's notification that Allied troops would be quartered in a district separate from the Germans and Poles, the German general launched an attack in the direction of Gosselitz and captured the villages of Kalinowitz, Kalinoff, and Kosonietaw. The Commission has ordered General Hoefler to stop fighting, otherwise the Allied troops will evacuate the German villages in the industrial region.]

LEAGUE OF NATIONS.

HOW LONDON WILL CELEBRATE THE ANNIVERSARY.

LONDON, June 6.

The anniversary of the formation of the League of Nations will be celebrated on June 25 by processions in London to Hyde Park with decorated cars carrying representatives of the different nations in national dress. The original idea of a pilgrimage to London from the Provinces has been abandoned owing to the industrial crisis. Local areas will hold their own demonstrations. In addition to the aforementioned processions there will be a procession of ex-Servicemen, Trade Unionists, brotherhoods and sisterhoods of religious bodies at Canterbury. Lord Robert Cecil will receive distinguished guests, including the ambassadors and ministers of 48 League countries, British cabinet ministers, members of Parliament, colonial ministers, agent-generals and dignitaries of the churches in a reception tent at the entrance to the Park. There will be twelve platforms, including an international one, where addresses will be given in twelve languages.

HOME CRICKET.

AUSTRALIANS BEAT MIDDLESEX BY EIGHT WICKETS.

LONDON, June 6.

In bright, breezy weather, before 12,000 spectators, the Australians with a good wicket made 171 runs. Ryder made 34. Lee took six wickets for 53 runs. Middlesex made 90 runs. Hearn made 45, including eight fours. Kidd made eleven. These two were the only double figures. McDonald took five wickets for 25 runs and Armstrong three for 18. The Australians who made 32 runs for two wickets, were by eight wickets. Northants beat Worcester by an innings and 20 runs, and Kent beat Yorkshire by nine wickets.

COTTON WAGES DEADLOCK.

HOW THE LABOUR MINISTER'S OFFER WAS RECEIVED.

LONDON, June 6.

The Lancashire operatives have accepted the offer made by the Minister of Labour to bear both parties in London on June 7 with a view to resuming negotiations, but employers have declined feeling owing to short notice.

## THE DOLLAR.

Today's closing rate 2/6 3/8  
Today's opening rate 2/6 3/8

N. Y. K.

EUROPEAN SERVICE.

NEW LINES UNDER CONSTRUCTION.

The s.s. "Hakone Maru", which is to be the latest addition to the N. Y. K. European line, is now under construction at the Mitsubishi Dockyard and Engine Works. The principal dimensions of this liner are as follows:—Length A.O. 515 feet; breadth moulded 62 feet; gross tonnage 18,000 tons; sea speed 17 knots. Accommodation has been provided for about 120 first class, 56 second class, and 180 third class in all 356 passengers. She is driven by Parsons's Turbines with reduction gear. Needless to say every modern improvement in the shipbuilding art and architecture and the safety appliances known to science have been embodied in the construction of this ship. The public rooms include social hall, smoking room, verandah, cafe and children's room; and the passenger accommodation varies from a single berth room to a suite of rooms of a very luxurious character. All cabins are furnished and equipped in a style that leaves nothing to be desired. It is expected that the "Hakone Maru" will be completed about the end of October. With her advent in the service, a marked improvement will be witnessed in the shipping and travel facilities between Japan and Europe via Suez. The s.s. "Haruna Maru" and "Asama Maru", two sister ships of the "Hakone Maru" also under construction will be added to the line fleet of the European Line at no distant date.

## CANTON MECHANICS.

During the last few days, negotiations have been in progress between the Canton mechanics and their employers concerning the former's demands for more pay and shorter hours. The employers believe that if all the demands of the mechanics are conceded, the cost of production for the different kinds of manufactured goods will have to be increased 94 per cent. Hence, in a letter to the Mechanics Union, the employers agree to increase the wages and reduce the working hours as follows:—

Wages—Labourers receiving 50 cents a day will have an increase of 20 per cent; those receiving more than 50 cents and less than \$1 a day will have an increase of 15 per cent; and those receiving more than \$1 a day will be granted a 10 per cent increase.

Hours—10 hours of work every day with no Sunday off—13 holidays a year will be granted but no pay will be given the labourers during holidays. 5 hours work in the evening is equal to one work day.

No settlement has been arrived at between those interested in the negotiations and it is doubtful whether the labourers will accept the terms of their employers. However, the good offices of H. E. Governor Chen has been asked to negotiate for a peaceful compromise so as to avoid a serious strike.

The Navy is notoriously silent and neither its members of other sea services given to talking overmuch of happenings outside their everyday routine. Thus it is, remarks the N. C. Daily News that the particulars of a gallant deed of some days ago have only just come to notice. The Customs revenue cruiser "Linhing" was lying at her moorings down the river, with a strong tide running, when a sailor who was working in the rigging lost his hold and fell overboard. The shout for aid was immediately answered from different parts of the ship by two officers, Second Engineers A. S. Russell and V. B. Glover, who, each jumping to the other, immediately dived overboard, fully dressed and swam to the man's aid. Between the two, the sailor was soon got back to safety, not much the worse for the experience and profoundly grateful to the officers for their promptitude and gallantry.

Particulars of the incident has been sent to Peking, with a strong recommendation that recognition be given to Messrs. Russell and Glover.

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**BIRTHS.**

**TAYLOR**—On May 28, 1921, at Shanghai, to Mr. and Mrs. W. V. Taylor, a son.

**CAMPBELL**—On May 24, 1921, at St. Brannock, Eastbourne, England, to Capt. Alexander A. Lockell Campbell and Mrs. Campbell, a son. (By cable).

**The China Mail.**

"NEWS, JUSTICE, PUBLIC SERVICE."  
HONGKONG, TUESDAY, JUNE 7, 1921.

**KLU KLUX KLAN.**

A recent Reuter telegram, prepared for the news that America is "up against it." In Texas, probably chiefly around Houston and Galveston, on the Southern Pacific Railway, it seemed that the Klu Klux Klan had been revived. Terrestrial methods were being employed to make free Americans, including "white" doctors and lawyers, conform to the conventions of racial prejudice. The "white" race, the tricks of the blackest savages were being employed. Tar and feathers would be one of the milder features of these inhuman practices. An excited mob of human animals is at all times and in all places the vilest possible exhibition of criminality.

on God's green footstool. When it is excited by race prejudice, and has its habitat in America, it is a loathly and obscene thing. The original Klu Klux organization, formed in the southern states after the Civil War, may not have been composed entirely of evil men. American historians confess that in the territory of the conquered confederacy there was a period during which the irregular conditions seemed to call for irregular methods of keeping order. The emancipated slaves were apt to enact the proverbial part of the beggar on horseback. The Klu Klux men averted them into something like peaceable inactivity, and at the same time drove out a lot of mischief makers who were not negroes. They started in Tennessee in 1865, with their queer uniform (familiar to kinema goers) and secret ritual. They were a secret society bound by severe oaths, modelled on all that we may have read of societies like the Mafia, the Black Hand, the Mormon "Destroying Angels," and so forth. One is inclined to smile when reading the fiction that tells of their night rides, their warnings, and their avenging deeds. It was all so suggestive of that streak of childish play-acting that is to be found in all men. But for that very reason it could be the more dangerous. It threatens to be so now. The Klu Klux Klan has been revived in Georgia, since that it is spreading in other states. Texas, for example, is a long way from Georgia. New York is alarmed about it, and so, for that matter, is the whole of sober America. The Klu Klux may have "saved" the

South, years ago, as some claim; but it is generally recognized that it is a menace to modern America that must not be tolerated. The editors of *Current History* denounce it as a thoroughly vicious movement, dangerous and repugnant to the fundamental traditions and ideals of the American people. According to Frank Parker Stockbridge, a well known magazine writer, it has during last winter been spreading its activities into the North and West, a statement since uncomfortably confirmed by Reuter. The Mayor of New York has publicly protested against it. So has an Assistant District Attorney, an official analogous to our Public Prosecutors. He included the remark that this particular form of "patriotism" came within the Johnsonian definition. It was "the last refuge of a scoundrel." It is, incidentally, quite unlawful, special laws having been passed against it by Congress in 1871-2. The modern revival is quite evidently born of racial prejudice. Its literature, questionnaires submitted to would-be members, shows that. It is anti-Jew as well as anti-colour. "Do you believe in white supremacy?" is one of its test questions. It bars negroes, Japanese and other Orientals, Jews and Roman Catholics, and all foreign born persons. The objection to Roman Catholics probably is that owing to their confessional obligations, they could not be expected to keep the secrets of the organization. According to Mr. Stockbridge, "anti-Semitic propaganda" is more open and active in America than at any time in recent history. He does not seem to have thought of our explanation of the Roman Catholic bar, and mentions instead the Sinn Fein attempts to embroil America against England—a thing to which good Americans object, but which is unlikely to make either good or bad Americans join the Klu Klux. Mainly, of course, the negro question is at the bottom of it, and here no Englishman is competent to advise or criticize. It is a very serious and awkward problem, which Americans themselves must solve. They are not likely, as a whole, to recognize Klu Klux as a solution.

The National Association for the Advancement of the Coloured People should be advised to walk discreetly at this juncture, while Uncle Sam is spanking these two enthusiastic children of his into lawful and constitutional behaviour. It is certainly to be hoped that the moral ideal of "white supremacy" may overcome the physical and brutal. It seems that considerable enrolment began as far back as 1915, when Georgia actually granted the Klu Klux a charter of incorporation! It claimed to be law-abiding, of course. One of its objects is to prevent the cause of mob violence and lynchings—from time immemorial the object of all lynchings. Reuter's news from Texas shows that it is less law-abiding in practice than in profession. It means to prevent "unwarranted strikes by foreign agitators" and to fight for "seasible and patriotic immigration laws." It stands for freedom of speech and Press, "a freedom such as does not strike at nor impel our Government or the cherished institutions of our people." In other words, the newspapers are free to print all that it does not disapprove; but beyond that, let the editors beware! To those who denounce Klu Klux lynchings may come the dreaded Grand Inquisitors, with their flogs, caps, and the deadly rope, or the tar brush, feather bed, and rail plank. Its power lies in secrecy and mystery, and it may be presumed that its known officials, from whom these items of propaganda were obtained, will be the first to be arrested when the rodeo begins. In lawful society, the Judge is an honourable figure, and the Executioner is recognized as at least an honest if unpopular public servant. These Klu Klux associations consist of hot-heads who appoint themselves judge and executioner both. They cannot be tolerated in any civilized country.

A Reuter telegram of May 27 from Peking states that His Excellency, Senhor de Freitas, Portuguese Minister and Doyen of the Diplomatic Body, who has been suffering from a slight attack of pneumonia for three weeks, has had a relapse, and though not in a serious condition, will be unable to attend to diplomatic duties for some time.

Yokohama's exports during the second 10 days of May amounted to ¥10,650,000, and imports to ¥4,720,000. The excess of imports over exports since January last now stands at ¥33,250,000. Compared with the first 10 days of May, the export of silk goods increased by about ¥7,000,000, but raw silk declined by about ¥8,000,000. The import of cotton, wool, iron, etc., also fell away.

Keen speculation in Peking tramway shares is charged by the vernacular press against the banks there. The story published is that when the public sought to buy shares at \$5 each on the first day they were put on sale, the banks announced that the list had been oversubscribed with the result that on the following day there was a wild scramble to buy them at \$10, the banks pocketing the difference.

Word has just been received from Chungking of some rather exciting accounts of encounters with pirate bands. Mr. Everett Conley, a second class fireman in the U. S. Navy, while on duty on a Standard Oil Co. junk, was attacked. He killed six pirates but was himself wounded through the knee so that it is expected that his leg will have to be amputated.

**LOCAL AND GENERAL.**  
The total output of the Kailan Mining Administration's mines for the week ending May 21, 1921, amounted to 91,159 tons and the sales during the period, to 80,525 tons.

The engagement is announced in the Shanghai papers by her mother, Mrs. F. Goldstein, of Miss Annie Goldstein to Mr. Wm. Mason, eldest son of the late Capt. Wm. Moore Mason and Mrs. Mason, of Hongkong.

The Shanghai Silk and Cotton Guild has received word from Chinese merchants, in America stating that about 200 American silk-merchants are to come to Shanghai during September to investigate trade conditions and to discuss plans for closer relations with the Chinese.

Mr. Justice Shaw, who has been appointed Chief Justice of the Straits Settlements, presided at the Ceylon Court on May 20 for the first time prior to his departure. His Lordship adjourned at 1.30 p.m. The members of the Bar then took the opportunity of saying goodbye to his Lordship in Chambers.

Many friends will bear with deep distress the death of Mr. E. G. B. Loyer, who passed away at Shanghai after a brief illness. Mr. Loyer came to Shanghai 12 years ago and was formerly manager of Thos. Cook & Son, leaving them a little while ago to join Messrs. F. J. Norbury & Sons.

The Sultan of Johore has subscribed \$1,000,000 to the Straits Loan, handing over the sum in \$1,000 notes of the Johore Branch of the Hongkong and Shanghai Banking Corporation. H. H. the Sultan is reported, a contemporary states, to have \$3,000,000 in notes at the Istana.

The death has occurred at Singapore of Mr. George D'Almeida, Consul for the State of Columbia and Vice Consul for Spain, a lineal descendant of the well known Portuguese family, the founder of which was Baron D'Almeida. There was a large attendance including members of the Consular service at the funeral. Deceased was aged 50.

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Sapper Maurice Mills of the Royal Engineers, passed peacefully away at the Military Hospital, Bowen Road, on Sunday evening. Death was due to pneumonia, took place after illness lasting ten days. The deceased who came to Hongkong in 1919, was unmarried. Much sympathy will be felt for his aged parents at home. The funeral, with full military honours, took place at Happy Valley yesterday afternoon.

Mr. J. E. Nathan, Superintendent of Census for the Straits and the Federated and Unfederated Malay States, has issued his preliminary report on the census of the Straits Settlements. This shows that on the night of April 24 the total number of persons enumerated was 881,939—57,838 males, 324,101 females—an increase since the 1911 census of 19.8 per cent., males and 31.5 per cent., females. Of the total increase Singapore Island accounts for slightly more than two thirds. As in 1911, Penang municipality has the greatest number of inhabitants in the square mile and the findings are the least. Europeans 21.9 per cent., Malays 64 per cent., Chinese 34.9 per cent. and Indians 27.4 per cent. The report says it is impossible to state the number of Japanese in the Straits, but it is clear that the increase in their numbers is not nearly so great as was generally anticipated.

**SPECIAL CALES.****SHOTS FIRED IN CROWD.**

**SENSATIONAL 'EMPIAD' INCIDENT.**

**EIGHT MEN ARRESTED.**

[China Mail Special.]

SHANGHAI, June 6.

In spite of the rain there was a large attendance on the last day of the Olympiad. The Philippines won the championship. During the proceedings a number of Chinese distributed anarchistic literature. This culminated in one man firing seven shots into the crowd without hurting anyone. Eight men were arrested, including representatives of Shanghai, Nanking, Canton, Yunnan, and Szechuan. This reveals the widespread character of the Bolshevik agitation in China.

**SINGULAR TRAGEDY.**

**CINGALESE SHOOT SHOP ASSISTANTS.**

[China Mail Special.]

SHANGHAI, June 6.

A singular tragedy occurred on Sunday, when a Cingalese entered a Chinese store accompanied by a Chinese woman. An altercation ensued over the price of perfume. The Cingalese produced a fully-loaded revolver and shot two shop assistants mortally. The assailant was arrested following a struggle with the police.

**RUBBER INDUSTRY.**

**MALAYA SEEKS JAVAN CO-OPERATION.**

[China Mail Special.]

SINGAPORE, June 6.

A deputation representing the planting interests of Malaya has gone to Java in order to discuss combined action to reserve the interests of the rubber industry.

**SHANGHAI LABOUR UNREST.**

**STRIKES COLLAPSING.**

[China Mail Special.]

SHANGHAI, June 6.

The Shanghai strikes are collapsing. The laundrymen have resumed work. Some masons and carpenters are still out. Hopes are entertained of an early settlement.

**LOCAL AND GENERAL.**

The interesting announcement appears in the Chinese press that the Premier has despatched a man named Pi to Shanghai with a sum of money, which he is to use for the purpose of "planning something injurious to certain important persons," and also in inducing newspaper editors to refrain from being ultra-critical on the subject of Peking loans.

After a long period of inaction, the Magazine of the Diocesan Boys' School has at last been revived. The June number, just to hand, is very well got up. It contains much useful information for both the present and past pupils. The proposed new school at Yunnan is dealt with at length, and an appeal for funds is made. There are several bright articles, of which the one dealing with "Christ's Hospital" is the first of a series entitled "Famous Schools and their stories," is of general interest. The Medical report on the school for 1921, is very satisfactory. Class notes and a sporting column complete the Magazine. The next number will probably be ready in October.

Harbouring three unmarried girls was the charge preferred against a Chinese before Magistrate Lindell yesterday afternoon. Mr. C. F. Mason appeared for the defence. Mr. W. Schofield, of the Secretariat for Chinese Affairs, who prosecuted, said that Inspector Tim Murphy received information that three girls were being harboured at No. 43, Graham Street pending departure to Siam to be sold into houses of ill-fame. The girls had apparently been assembled from various parts of the country in this clearing house of immoral traffic. When questioned, the girls first said that they were three sisters, but subsequently admitted that they had not known one another until they came to the house. They all said that the defendant was in charge of them. Mr. Mason said that the responsible person was the principal tenant of the house, who had absconded. His client, an innocent lodger, knew nothing about the matter. The Magistrate remarked that he was not quite sure that the defendant was entirely innocent, but at the same time, the evidence produced was not sufficient for him to convict. The girls had been very contradictory in their statements. In the circumstances, the defendant would be given the benefit of the doubt. He was discharged.

**"PRETTY BUT PRIMITIVE."****HAPPY VALLEY RACECOURSE.**

**PARI-MUTUEL CRITICISED.**

**A FEW SUGGESTIONS.**

[By A. Griffin.]

There are surely not many racecourses more charmingly situated than Happy Valley but there are plenty that are more efficiently conducted. Happy Valley is pretty but in many respects painfully primitive. That at all events, was the impression I took away with me after attending my first Gymkhana on Saturday afternoon. Hongkong's "sporting" population is not perhaps a very strong body, numerically, and it would, I suppose, be unreasonable to suggest that all of the defects that keep Happy Valley behind the times could be remedied—at once. For all that, there are one or two details of organisation which can and should be put right without much difficulty. Possibly the Jockey Club members will be discussing some of them at their half-yearly meeting to-morrow.

There is for instance the matter of the pari-mutuel. In the absence of leather lunged bookmakers to about the odds the investor appears to be kept pretty much in the dark as to where the public is putting its money. There is no opportunity, it seems, of gauging the extent to which each pony is "fancied." The only hope of gaining any idea of the state of the market under the present arrangement is, apparently, to wriggle through the crowd surging around the windows and then crane your neck in a vain endeavour to distinguish the number of the top ticket on the block from which the shroff is issuing. Butting through a crowd has its disadvantages and, besides, when you do get a glimpse of the ticket its ten to one against your being able to distinguish the number on it. The pari-mutuel tickets issued at Happy Valley are artistically printed futilities but they are neither serviceable nor distinct. Why not adopt the system that is in vogue amongst such of the Australian racecourses as have not yet risen to the dignity of an automatic totalisator. Most of them use cardboard tickets with the consecutive number of the ticket plainly printed in large red figures upon a white background. Other details—the number of the horse and of the event—appear in smaller black lettering. A pack of tickets, secured by an elastic band, is displayed prominently in the window above the counter—not on it—and as tickets are called for the clerk simply takes them from the front of the pack leaving the next ticket with its consecutive number exposed to the plain view of investors. As the pack thins out new tickets are slipped in from behind. At present an analysis of the investments is posted up after the betting closes. My point is that the investors want to get the same information progressively so that they can decide where to place their money.

Another point in regard to the pari-mutuel—couldn't there be some systematic regulation of the traffic around the windows? On Saturday the issuing and paying windows were besieged by jostling crowds and the man with the biggest push got there first. Why not stall off each window? Or better still divide the space in front of each window into two stalls—one for investors to approach by and another by which they can make their exit. Some form of "queueing" is essential.

The printed programmes might well, I think, furnish a little more information. Saturday's programme for instance announced that the first race would commence at 3.30 p.m. but what about the rest of the events? Are they movable feasts or is there a definite period between each race with possibly a longer interval some where or other for afternoon tea? How is a benighted stranger to know whether he can or cannot sandwich in a "stengah" between the second and third races or whether he can take his best girl to afternoon tea without running the risk of missing that "dead cert," he has been told to watch out for? It would seem to be a simple enough matter to put the starting time at the head of each race.

Presumably particulars in regard to the age and sex of the ponies are furnished to the Jockey Club. Then why not pass them on to the public? For instance last Saturday's programme gave me no clue as to whether Hongkong Chief was a "b.c. 2 yrs." or a "b.c. 5 yrs." I don't doubt that a regular racegoer at Happy Valley could have put me wise as to the exact number of hairs in Hongkong Chief's left eyebrow but the programme ought to have told me all I wanted to know. I should judge that the attendance on Saturday included quite a decent sprinkling of "griffins" who, knowing little of the respective merits of either ponies or riders, had only their own experience and judgment to guide them in the task of picking winners. Sex and age are both factors which many a backer will take into account when reckoning up the relative capabilities of various animals over varying distances.

And when is Happy Valley going to have a proper starting gate? In short races, especially, the start is the thing and the to-the-line watch-for-the flag method, has obvious drawbacks. The most up-to-date starting equipment couldn't have improved upon one or two of the starts on Saturday but there were occasions when ponies were left right at the post simply because they had been blocked out of line. Hongkong is fortunate in having so fine a course as Happy Valley but there do seem to be one or two improvements in the running of it that the Jockey Club people might get to work upon. Do these deficiencies exist merely because of lack of funds or of support? If so methods of raising the wind in order to remedy them might well form a subject for discussion to-morrow. Better facilities are bound to result in better support.

**A WET MONTH.****RAINFALL FOR MAY.**

**OVER SIX INCHES ON THE 10TH.**

The record of the rainfall at the Botanic Gardens, Hongkong, during the month of May, 1921, was as follows:

|      |       |     |
|------|-------|-----|
| 1st  | ..... | —   |
| 2nd  | ..... | —   |
| 3rd  | ..... | —   |
| 4th  | ..... | 32  |
| 5th  | ..... | 222 |
| 6th  | ..... | 165 |
| 7th  | ..... | 41  |
| 8th  | ..... | 18  |
| 9th  | ..... | 16  |
| 10th | ..... | 631 |
| 11th | ..... | 149 |
| 12th | ..... | —   |
| 13th | ..... | —   |
| 14th | ..... | 36  |
| 15th | ..... | 117 |
| 16th | ..... | 173 |
| 17th | ..... | 35  |
| 18th | ..... | 340 |
| 19th | ..... | 26  |
| 20th | ..... | 07  |
| 21st | ..... | —   |
| 22nd | ..... | 254 |
| 23rd | ..... | 39  |
| 24th | ..... | 421 |
| 25th | ..... | 256 |
| 26th | ..... | 96  |
| 27th | ..... | 191 |
| 28th | ..... | 88  |
| 29th | ..... | 02  |
| 30th | ..... | 04  |
| 31st | ..... | 31  |

Total.....53.59 ins.

The heavy rainfall during the month of May did a slight amount of damage to flowering animals in pots and beds, but the effect on large trees, shrubs and palms also lawns and grass banks, was very beneficial.

**WHY****DOES MILK BOIL OVER?**

If we take two saucers, fill one of them with milk and the other with water and set them upon the stove, the milk will rise to the top of its container as soon as it is thoroughly heated, and spill over the sides, while the water will bubble violently without overflowing. As both of these liquids appear to be similar in formation, and the amount of heat which has been applied is the same in each instance, it is apparent that some change must take place in the milk which is not followed in the water.

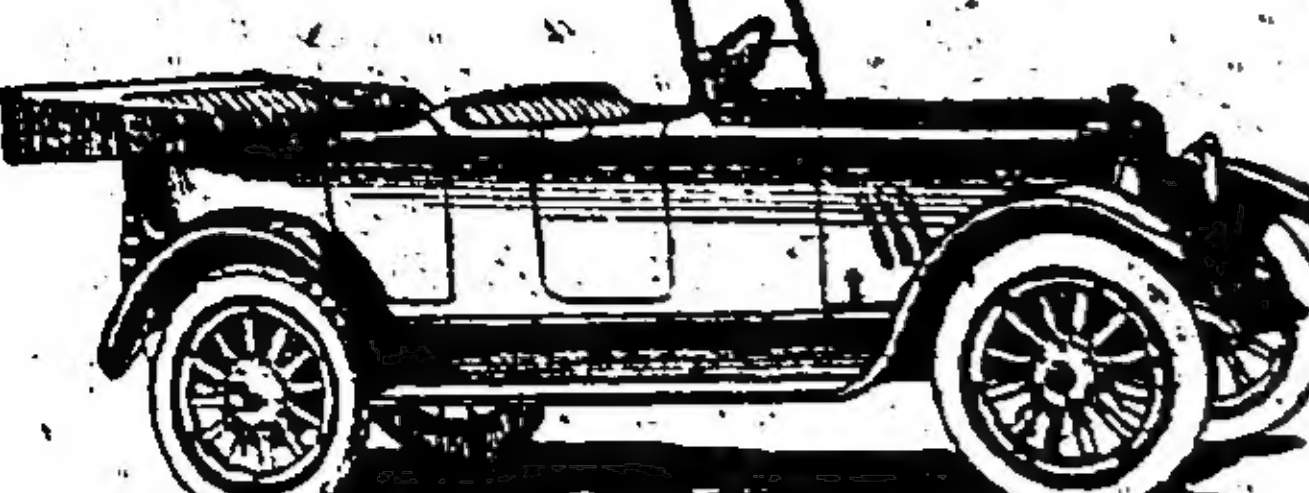
The process of boiling, we should remember, is nothing more than the changing of a portion of a liquid to a gas, by means of the application of heat. In the case of water, we are dealing with a combination of two gases—hydrogen and oxygen—which are liberated by the heat and force their way upward through the remaining water until they bubble out at the surface. If, therefore, we boil a kettle of pure water, eventually all of it will disappear in the form of vapour. But if we boil a kettle of milk, a solid white substance will remain, made up of the proteins and other ingredients of the milk.

It is because of these solids, which are suspended in the milk itself, that this liquid will boil over, while water will merely bubble. The water in the milk boils precisely as does the plain water, but some of the solid portions of the milk form a tough skin or scum when heat is applied, and tend to hinder the rising of the bubbles. The latter, finding themselves imprisoned by this skin, push it upward like a miniature balloon, and the combined force of a large number of these bubbles causes the surface of the heated milk to rise above the edge of the container, and overflow, unless the milk is constantly stirred, to prevent the formation of the scum in a sufficient quantity to imprison the gas.

Mr. J. O. Sheppard, agent for the Pacific Mail Steamship Company in Hongkong, and Mrs. Sheppard, were guests at a luncheon given by Mr. H. N. Guinness, agent for the same firm in Kobe, and Mrs. Guinness on Monday last week. Mr. and Mrs. Sheppard made a motor trip to Shioya and Maliko in the afternoon. Mr. Sheppard is en route to China after spending the last several months in the United States on furlough.



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WORK SHOP 3338

## ODDS AND ENDS.

## MAINLY SCISSORS LOOT.

## Nota Bene.

Those who are feeling depressed at the troubles through which we are passing would receive a good tonic if they took a walk through White-chapel. For on the notice-board of a certain church there the following piece of anatomical pleasantry has been painted:

It is easier to smile than to frown! To frown you use 64 muscles, but only 13 to smile!

## Sky Lover.

To make a shy lover propose a London woman has just tried a carefully selected colour scheme in her drawing-room. The woman had waited in vain for months for her lover to propose. She was deeply in love, and began to seek some plan by which she could break down the reserve of the man. She knew that he loved her, but she was anxious not to propose herself. She consulted an artist friend as to whether any special arrangement of colours would bring about the desired effect. He devised a colour scheme, consisting of apricot and golden walls, with black as a contrast, and softly shaded lamps. The woman, who is wealthy, had the scheme carried out, and in her most alluring gown, received the shy lover in her "propositional room." His shyness was overcome, and, according to plan, he proposed. The wedding takes place shortly.

## Crusoe's Island.

Boys—and their fathers—will be interested in the scheme of the Chilean Government to turn Juan Fernandez, popularly known as "Robinson Crusoe's Island," into a national park, and to provide it with caves, parrots, goats, and a Man Friday, just as it was when Crusoe was shipwrecked there more than 200 years ago. The announcement of this scheme has stirred up the old controversy as to where Robinson Crusoe's island really lies. According to the *Tribune*, of New York, Tobago, a tiny island in the Caribbean Sea, deserves the title. It is also pointed out that Alexander Selkirk lived on Juan Fernandez from 1704 to 1709, and that Defoe based his story on Selkirk's adventures. Selkirk's story, however, differs from Robinson Crusoe's in many details. Still it bears a close resemblance to its main features.

## Card Losses Law.

Mr. Justice McCardie in the King's Bench Division gave judgment for Mr. Andrew Lee Robinson, steel merchant, of Victoria-place, Stockton-on-Tees, who sought to recover from Mr. Gilbert Marsh, racehorse owner, of Saville-row, W., £2,585 lost by Mr. Robinson at cards in March 1920. The action was brought under Section 2 of the Gaming Act, 1835.

It was pointed out that Mr. Robinson gave a cheque for £2,700, the additional £15 representing cash which Mr. Marsh handed to him as a payment irrespective of the card losses. For Mr. Marsh it was contended that there was no actual payment by Mr. Robinson within the section of the Act, and that Section 2 did not apply to a cheque of which a part only of the consideration was illegal. Mr. Justice McCardie held that a cheque was actual payment, and declared that to refuse to allow Mr. Robinson to recover merely because a part of the consideration was not illegal would defeat the object of the statute.

## Dadada.

A special correspondent of the *Petit Parisien* met the German ex-Crown Prince on the road near Doorn, his father's Dutch home, a few days ago and requested a statement. The ex-Crown Prince said in German: "We are prisoners here." Then, says the correspondent, an angry expression, inexpressibly comic, came over his face. He seemed to think for a minute and, apparently wanting to laugh, he lashed the air with his cane. This completed, he took a hasty step aside and shouted: "Dadada. Dadadada. Dadada Da da." With a bound he crossed the road and made a brisk turn to the right and another to the left, like a fox followed by a pack. He went into an enclosure and for a moment stood raising his arms towards the sky, disappearing behind the trees. Several photographs were taken.

## SAFE, SURE, ALWAYS CURES.

Do not suffer from a cramp colic pain in the stomach when Chamberlain's Colic and Diarrhoea Remedy goes to the right spot and gives immediate relief. You cannot afford to be without it if you are subject to attacks of this kind. For sale by all Chemists and Storekeepers.

## WHISKY OPIUM?

MAN PAID TO GO TO JAIL.  
UNUSUAL POLICE COURT CASE.

A Queen's Road West grocer, was this morning charged before Magistrate Orme with having kept an opium den, and had in his possession a quantity of non-Government opium and opium dross. Four other men were charged with smoking opium on the premises.

The first defendant denied that he was the keeper of the den, or that the opium belonged to him. He said that he had bought the opium from the second defendant. He did not know what the second defendant did there.

The second defendant admitted that he was the tenant of the rear of the shop. He claimed the opium, but asserted that it was Government opium, bought from a Chinese medicine shop.

The other men admitted smoking opium. Acting Chief Crown-Prosecutor Watt, who made the seizure, said that he was not prepared to accept the first and second defendants' pleas, as he hoped to prove to the Magistrate that the first defendant was the real culprit and the second defendant his cat's paw. When he raided the premises at 7.30 last night the first defendant was in the front part of the shop. The second defendant was standing at the entrance to the inner room in which he found the other three men lying on a bed smoking opium. In a drawer in the counter he found some opium dross done up in paper packets. On top of a safe behind the counter, he found a pot of prepared opium, which was subsequently thrown away by the first defendant's wife while he was searching another part of the shop. In the safe, he found a pair of scales used for weighing opium. In the presence of first defendant, the last three defendants said that they each paid 10 cents to first defendant for smoking opium.

The first defendant, who denied this, said that the opium was put in his shop by second defendant without his knowledge.

The Magistrate: If you did not know the opium was in your shop, surely you cannot say that it was put there by second defendant. The Magistrate said that excepting for his own admission there was nothing to prove that the opium belonged to the second defendant. On the other hand, the evidence was clearly against first defendant. Inspector Watt said that second defendant had "done time" before for the same thing, and it appeared that first defendant was paying him to do time again.

The Magistrate: I will convict first defendant and treat second defendant the same as the others. The first defendant was fined \$60, or six weeks' hard labour, and the others \$2 each.

## NEW STEAMER HERE.

## T. K. K. "RAKYUO MARU."

## PUBLIC INSPECTION INVITED.

The T. K. K. advise that the latest addition to their South American Line Service, the s.s. "Rakuyo Maru," will be open for public inspection to-morrow, Wednesday, from 3 p.m. to 5 p.m. A cordial invitation is extended to the public to inspect this fine new steamer. Launches will leave Blake Pier at frequent intervals.

## PASSENGERS

## ARRIVALS.

Per s.s. "Colombia" yesterday: Messrs S. Abando, D. A. M. Andino, R. Appel, Mr. and Mrs. J. Barros, Mr. and Mrs. C. Best, Mr. and Mrs. Leo Bergholtz, Mr. T. Blauder, Mr. H. E. Burmeister, Mr. and Mrs. S. P. Caspender, Mr. Wm. Chalmer, Mrs. G. Cogswell, Messrs H. W. Conrad, H. R. Cooper, J. L. Orestingham, James Dalby, Mrs. L. O. Davis, Mr. T. O. Davis, Mr. H. W. Dean, Mrs. P. Biggs, Mr. E. Dunn, Miss S. Falka, Mr. M. D. Ferreira, Mr. J. P. Floor, Capt. L. D. Gibbens, Lt. J. L. Gibney, Mr. H. H. Hall, Mr. H. T. Heath, Miss E. Heath, Mr. and Mrs. H. H. Hill, Mr. H. Hill, Mr. W. H. Howard, Mrs. E. Jack, Mr. L. D. Karsney, Mr. J. Ledson, Mr. Levi, Miss H. L. Lissak, Mr. D. D. Livingston, Mr. E. F. MacQuade, Mr. and Mrs. C. F. Moelich, Jr., Miss Monica, Mr. A. Kibbel, Mr. W. van Pernis, Mr. G. Russell, Mrs. L. C. Russell, Mr. and Mrs. J. O. Sheppard, Mr. and Mrs. R. B. Sheppard, Mrs. B. F. Schlessinger, Mr. R. Schmidt, Mr. E. A. Schumacher, Mrs. E. Schuler, Mr. M. S. Sponer, Mr. F. J. Storer, Mr. L. Sugar, Mr. H. E. Swan, Mr. G. F. Winter, Mr. E. C. Zitzkowski, and Miss M. Zitzkowski.

The Dodwell Line s.s. "Bolton Castle" left New York May 27.

The E. & A. s.s. "Eastern" left Manila for this port on June 5 at afternoon with the outward Australia, Manila, and is due here on June 11 at about daylight.

The C.P. & S. R.M.S. "Empress of Russia" arrived at Yokohama on June 6 (p.m.) leaves there on June 7 (a.m.) and is due at Hongkong on June 11 (p.m.).

The N. Y. K. s.s. "Kleist Maru" (European Line) left London for this port via Suez on May 14 and is expected here on June 21.

The N. Y. K. s.s. "Mikihito Maru" (European Line) left London for this port via Suez on May 31 and is expected here on July 8.

## LOCAL AND GENERAL.

A young farmer from Cheung-shawan was yesterday removed to the Kwong Wah Hospital suffering from injuries received through being knocked down by motor car No. 415, in Shanghai Street, Yau-mat.

Three cases of enteric fever, one British and the others Chinese, and one case of paratyphoid fever, Chinese, were reported during the 48 hours ended yesterday. Last week eleven Chinese died from small pox, nine from plague, and two from influenza. One non-fatal case of plague, Chinese; two of small pox; one British and the other Chinese; one of diphtheria, Portuguese; and three of paratyphoid fever, two Japanese and the other Chinese, were also reported.

An ocean tragedy is reported to have occurred on the N.Y.K. steamer "Kaga Maru." It is stated that one of the passengers, an English lady, either jumped or fell overboard while the ship was in the Indian Ocean. The tragedy occurred late at night and though the alarm was given and the boat stopped no trace of the woman could be found. It is further stated that she had been married to a Japanese student three days prior to her departure from London and that her husband was also on board returning to Japan.

In spite of the vigilance of the special detectives and the placing of armed police on duty in the principal booths, the picking of pockets at Kiangwan race course seems to be on the increase if anything. On Saturday a thief got a record haul, robbing a foreign gentleman of over \$300. Yet such is some people's fortune that this gentleman, increasing his later wagers in the hope of making good this unexpected loss, came away from the races \$1,500 to the good on the day, reports the *N. C. D. News*.

The Foreign Trade Dept. of the San Francisco Chamber of Commerce announces that the biggest excursion that has ever left San Francisco will sail from that port in September for a tour of the principal seaports of the Far East. For the purpose all the passenger accommodation aboard one of the Pacific Mail Company's new Shipping Board 535 steamers has been reserved. Stops will be made at Honolulu, Yokohama, Kobe, Shanghai, Manila, Sourabaya, Singapore, Saigon, Haiphong, Hongkong, and Canton. The purpose of the excursion is to cultivate friendly relations with all Oriental peoples and to foster trade between San Francisco and the Far East.

A curious incident is reported from Nagoya. Towards evening on May 21, says a dispatch to the *Asahi*, a seven-year-old boy of Mr. E. S. Hollay, the American Consul in Nagoya, was playing in the compound of the Consulate at Aoi-cho with his friends, when a man in Japanese clothes entered, dragged away the son of the Consul, and inflicted upon him severe injuries on his right arm. The injuries were evidently done with a sharp knife. After committing the deed the man ran away. The message says that the local police are making a search for the offender, while keeping the matter secret. Nothing is known as to the cause of this cowardly attack.

A Canton anti-cigarette society has been formed by several prominent merchants, military officers, politicians and students with headquarters at Tai Hong Maho. The Society has for its object to urge the public not to smoke cigarettes. A very extensive propaganda campaign is being planned and printed pamphlets are being distributed to the people urging them to give up the tobacco habit. The people are invited to join the Society. There are no dues to be paid except the small sum of 10 cents required as initiation fee. It is reported that the membership of the Society is increasing very rapidly. —*Canton Times*.

While the steam launch plying between Tung Koon and Sheklung, was half way across the Tung Koon Lake last Saturday morning, more than ten of the passengers attacked the cabin and ordered the captain to stop the boat. Two of the men remained with guns pointed at the captain while the others made a thorough search of all the passengers and their belongings. The captain was next ordered to steer to a deserted place where the pirates went ashore taking along with them several rich passengers who are believed to be prominent merchants. These captives will be held for ransom. The families of these unfortunate captives are expecting blackmailing letters from the pirates, says the *Canton Times*.

## MARINE MISDOINGS.

Failure to renew their licences led to the prosecution of 24 cargo boat masters, and mistresses at the Marine Court before the Marine Magistrate (Lieutenant Comany Haye R.N.R.) this morning. Eight defendants were fined \$7, in default seven days' jail, and the remainder of the offenders were given the alternative of \$45 fine or a week's imprisonment.

## ROYAL AIR FORCE.

## MEMORIAL FUND.

## ACKNOWLEDGMENT OF HONGKONG'S CONTRIBUTION.

The following letters have been received in acknowledgment of the contribution made by residents in Hongkong to the Royal Air Force Memorial Fund. The money was raised through the agency of the Hongkong Aero Club, and forwarded by H.E. the Governor at the end of January:

21, Arlington St., S.W., I.  
March 21st, 1921.

Dear Sir Reginald Stubbs—I write to convey to you the very warm thanks of the Committee of the Royal Air Force Memorial Fund for the generous donation contributed to the Fund by the residents in Hongkong. The Committee hope that you will take proper opportunity of assuring the residents of the warm sense of their kindness, which has been excited by this liberal contribution. And the Committee hope that the residents will, in so far as it may be possible, continue to give their valuable support to the Fund—I remain, yours faithfully.

(Sd.) HUGH CECIL,  
(Chairman.)

1, Idlesleigh House,  
Canton St., S.W.I.  
18th March, 1921.

To Sir R. E. Stubbs, K.C.M.G.,  
Governor's House,  
Hongkong.

Sir—I have the honour to acknowledge receipt this morning of your registered letter No. 488/1920, dated 29th January, 1921, enclosing a cheque for £273 9s. 9d., being the amount subscribed by the residents of Hongkong.

Will you please accept on behalf of the Chairman and Committee of this Fund their very grateful thanks for your extremely handsome subscription, and we are the more grateful for this help, coming as it does from the remote parts of our Empire at a time when money is extremely difficult to obtain from the general public at home.

The Committee would be grateful if, through the Press or any other medium that you think fit, our thanks could be conveyed to as many of the kind donors as is possible.

I beg to enclose herewith our official receipt No. A. 611.—I am, etc.,  
(Sd.) W. E. S. Barch, Lt.-Col.  
(Secretary Royal Air Force Memorial Fund.)

TO-DAY'S  
ADVERTISEMENTS.

## NOTICE.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District, WILL BE CLOSED to Public Business on FRIDAY, the 10th instant, (Dragon Boat Festival).

W. G. LAY,  
Commissioner of Chinese Customs,  
Kowloon and District,  
York Buildings,  
Hongkong, June 6, 1921.

## P. &amp; O. S. N. CO.

STEAMERS FOR  
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA" Captain WALKER, carrying His Majesty's Mails, will be despatched from this Port on about SATURDAY, 18th June, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, June 6, 1921.

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments sent for insertion in the news columns of the *China Mail*, the *Standard* for the rate of \$1 each (not including postage) in May and June of last year, provided that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## NOTICE.

ALWAYS SOMETHING NEW  
TO BE SEEN AT  
LANE, CRAWFORD'S

The New Washing

## SHIRTS &amp; SKIRTS

now on show featuring the Latest Smart Styles in Striped Cotton Garbardines, Crepons, etc. are ideal for all Sports Wear.

Trustworthy in every way and stamped with such excellence of cut, make and material. These Garments are the last word in Utility, Durability and all-round value.

## COMIC RECORDS

BY  
BILLY WILLIAMS,

G 5040—When Father Papered the Parlour  
Don't Go Out With Him To-night  
G 5041—'Til Lend You My Best Girl  
Wake Up, John Bull  
G 5042—Here We Are Again  
Mrs. B.  
G 5043—I've Found Ke'ly  
You're the One  
G 5045—Where the Crowd Goes  
Let's Have a Song

## ANDERSON'S

(THE RECORD SHOP.)

**Shirley President Braces Move With the Body Action**  
Nearly all the machinery in the world is designed to eliminate friction.  
The thought that first created SHIRLEY PRESIDENT BRACES was based on the same fundamental principle. That delicate piece of machinery, the human body, needed every help it could obtain to relieve it of friction and binding.  
Carefully designed SHIRLEY PRESIDENT BRACES, with their hollow tubes mounted on wheels and cable cords that give and take with each movement, do just this.  
SOLD BY GOOD DEALERS EVERYWHERE  
Look for the name on the buckle and the printed guarantee label, "SHIRLEY PRESIDENT".  
*President's Subliminal Company*  
Shirley, Massachusetts, U. S. A.  
Established in 1870  
Cable Address: President.

**Vickers' LONDON GIN**  
The Perfection of over a Century's Experience in Gin Distilling  
"BOTH BRANDS ARE BENEFICIAL!"  
FINEST LONDON OLD TOM  
FINEST LONDON UNSWEETENED  
Price per Case, 1 doz. qts. Duty Paid \$23.00  
SOLE AGENTS—  
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6, QUEEN'S ROAD, CENTRAL, HONGKONG.  
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## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

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## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 5 a.m. (Sundays excepted) and 1 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

Sailings—  
To Macao—daily at 5 a.m. (Sundays at 8 a.m.)  
From Macao—daily at 5 p.m. (Sundays at 8 p.m.)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tait, Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

Regular Sailings to

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Via Suez or Panama Canal at Owner's Option.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING  
FOR LEVANT, BLACK SEA & DANUBE PORTS.

PICTURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR VENICE, BRINDISI, AND TRIESTE.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "AQUILEIA" Sailing on or about 13th June.

S.S. "NIPPON" Sailing on or about 15th June.

FOR SHANGHAI.

S.S. "CILICIA" Sailing on or about 25th June.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

SIAM MARU Sailing on Friday, 14th June.

BUEEN AIRRES—Sailing on Friday, 14th June.

CANADA MARU Sailing on Tuesday, 14th June.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

KA-ADU MARU Sailing on Friday, 20th June.

DELI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

SHI-EN MARU Sailing on Friday, 1st July.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AL-AMA MARU Sailing on Thursday, 16th June.

ARIZONA MARU Sailing on Wednesday, 20th July.

NEW YORK VIA PANAMA Sailing on Thursday, 23rd June.

JAPAN PORTS—Mojito and Kobe.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.E. wharf near the Harbour Office.

KAJO MARU Sailing on Sunday, 12th June.

TAKAO VIA SWATOW AND AMOY.

SUSU MARU Sailing on Thursday, 16th June.

For sailing dates and further particulars apply to—

Y. YASUDA, Manager.

Tel. No. 741 and 745. No. 1, Queen's Building.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CITY OF MADRAS" Sailing via Suez Canal 12th June.

"DEUCALION" Sailing via Suez Canal 12th July.

"CITY OF NORWICH" Sailing via Suez Canal 13th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" Sailing on 24th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents. Telephone No. 2207. 115, Consulate Road Central.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

SWATOW AND SINGAPORE HUPIN June 8, at 10 a.m.

SHANGHAI AND TIENTSIN ROCHOW June 9, at Noon.

WEIHAIWEI, CHERPOO & TIENTSIN CHENAN June 11, at 4 p.m.

AMOI, MANILA, ORBU & LOILO TAMING June 12, at 4 p.m.

SHANGHAI AND FUKOW CHENAN June 13, at 4 p.m.

SHANGHAI AND TIENTSIN YINGCHOW June 14, at Noon.

SHANGHAI AND TIENTSIN YINGCHOW June 15, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, and ships Electric Fans in Saloon and sea-

rooms. Regular schedule service between Hongkong, Shanghai

(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 22.

Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "EDMORE" (Freight only) May 31 — July 18th.

S.S. "ELDRIDGE" — June 29 — July 25th.

S.S. "WENATCHEE" — July 29 — Aug. 16th.

S.S. "KEYSTONE STATE" — Aug. 13 — Sept. 2nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "PAWLET" — June 15th.

S.S. "COAKET" — July 22nd.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama.

"WINYAH" About June 8th.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT

FOR SINGAPORE DIRECT.

GLYMONT Sailing June 20th.

CADARETTA Sailing July 5th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE FARAR Sailing June 20th.

LAKE ONAWA Sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, HOTEL MANSIONS. PASSENGER OFFICE

TELEPHONE 2477 & 2478. QUEEN'S BUILDING, 2, ICE HOUSE ST.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA

Sailings subject to alteration.

FOR JAVA

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

FOR JAPAN

Ports of call—Mojito, Kobe, Osaka and Yokohama.

S.S. "MACASSAR MARU" Sailing on or about 26th June.

All steamers have excellent passenger accommodations, and are fitted

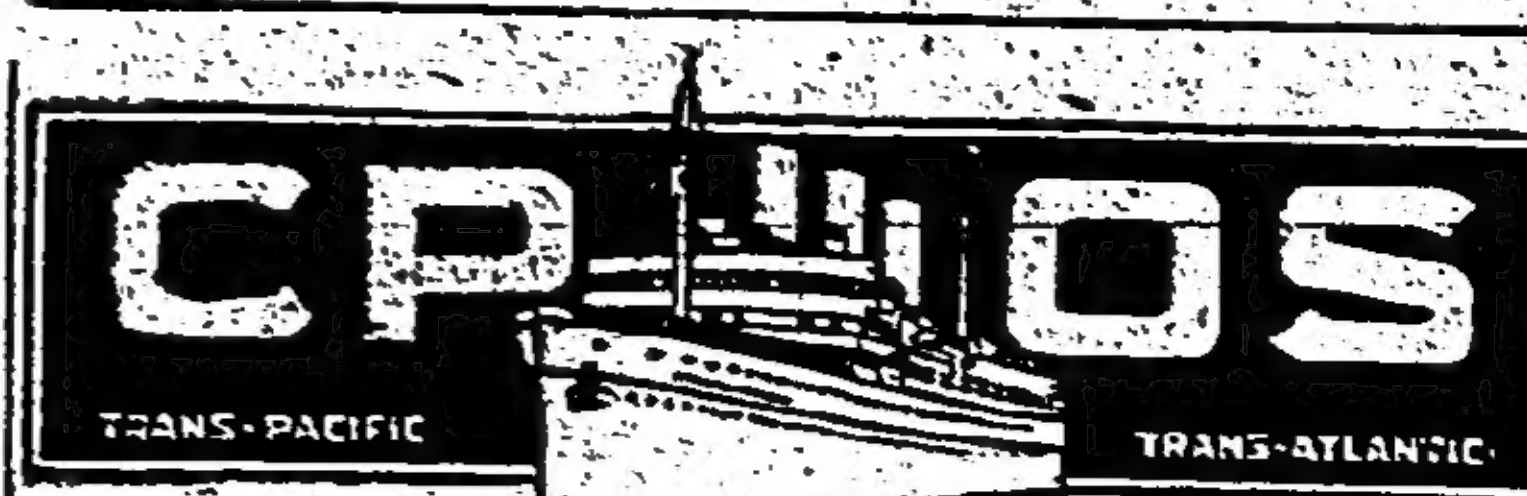
with Electric Light, Fans and Wireless Telegraph.

For further information please apply to—

K. SUZUKI, Manager.

No. 5, Queen's Road Central.

## SHIPPING



## HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Mojito) KO, YOKOHAMA, VANCOUVER & MONTEAGLE.

From Hongkong to Vancouver: June 14, July 8, July 15, July 24.

From Vancouver to Montreal: July 15, July 24, Aug. 13, Aug. 19.

From Montreal to New York: Aug. 13, Aug. 19, Sept. 10, Sept. 16.

From New York to London: Sept. 10, Sept. 16, Oct. 1, Oct. 7.

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 732. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

June 25th July 15th Aug. 8th

HONGKONG to MANILA

S.S. "NANKING" June 13th

HONGKONG to SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 25th July 2nd

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT.

FRANCIS BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1884. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Saloons

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Completing 9 to 10 Days)

HAIRONG Capt. W. C. Passmore TUESDAY, 7th June, at Noon.

HAICHING Capt. A. H. Stewart FRIDAY, 10th June, at Noon.

HAILOONG Capt. W. Cooper TUESDAY, 14th June, at Noon.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIR & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

"OCEAN MONARCH" Sailing via Suez 5th July.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For

LONDON, GLASGOW, ROTTERDAM, "CITY OF BRISBANE" 10th July.

TERMINAL & HAMBURG.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

## NOTICE TO SHIPPERS AND PASSENGERS.

## VESSELS DUE.

FROM SHANGHAI.

June 13—P. & O. "Plymouth".

14—J.C.I.L. "Tibet".

17—P. & O. "Dunera".

20—R.F. "Anchises".

24—P. & O. "Delia".

July 4—R.F. "Mentor".

6—R.F. "Tudor".

9—R.F. "Eurydamis".

12—R.F. "City of Norwich".

15—R.F. "Helenus".

22—R.F. "Agamemnon".

23—R.F. "Acanthus".

FROM LIVERPOOL.

June 8—N.Y.K. "Atsuta Maru".

10—N.Y.K. "Tatsuta Maru".

</



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S. S.     | Tons  | From Hongkong (about) | Destination                  |
|-----------|-------|-----------------------|------------------------------|
| "FLASSY"  | 7,346 | 14th June             | MAKASSAR, LONDON & A'warp.   |
| "DUNERA"  | 5,470 | 14th June             | Singapore, Colombo & Bombay. |
| "DELTA"   | 8,000 | 23rd June             | MAKASSAR, LONDON & A'warp.   |
| "SYRIA"   | 7,000 | 23rd July             | MAKASSAR, LONDON & A'warp.   |
| "KALIAN"  | 9,070 | 23rd Aug.             | MAKASSAR, LONDON & A'warp.   |
| "KASHMIR" | 8,000 | 19th Aug.             | MAKASSAR, LONDON & A'warp.   |
| "KHYBER"  | 8,000 | 2nd Sept.             | MAKASSAR, LONDON & A'warp.   |

## BRITISH INDIA-APCAR SAILINGS (South)

| S. S.   | Tons  | From Hongkong (about) | Destination                                  |
|---------|-------|-----------------------|--|
| "TANDA" | 6,956 | 16th June             | Calcutta, via Singapore, Penang and Rangoon. |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S. S.     | Tons  | From Hongkong (about) | Destination   |
|-----------|-------|-----------------------|---|
| "EASTERN" | 4,500 | 25th June             | Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne. |
| "KANOWA"  | 7,000 | 25th July             |   |

## SAILINGS TO SHANGHAI &amp; JAPAN

| S. S.     | Tons  | From Hongkong (about) | Destination         |
|-----------|-------|-----------------------|---------------------|
| "EASTERN" | 4,500 | 9th June              | Japan only.         |
| "DELTA"   | 8,000 | 11th June             | Shanghai only.      |
| "SYRIA"   | 7,000 | 23rd June             | Shanghai and Japan. |
| "KALIAN"  | 9,000 | 23rd July             | Shanghai and Japan. |

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta, Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice. Passengers desiring not more than 24 hours' notice will be received at the Company's Office up to noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
22, Des Voeux Road Central, HONGKONG. Agents.

## E. HING &amp; CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1116. 25, Wing Woo Street, Central.

## N. Y. K.

NIPPON YUSEN KAISHA.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Koolung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Friday, 17th June, at 11 a.m.  
KASHIMA MARU (Omi, Manila) ... Tuesday, 12th July, at 11 a.m.  
SUWA MARU ... Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUTA MARU ... Friday, 10th June, at 11 a.m.  
SEIDZUOKA MARU ... Friday, 24th June, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.  
NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU ... Friday 24th June.  
HAKODATE MARU ... End of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU ... Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU ... Sunday, 11th June.  
CALCUTTA MARU ... Tuesday, 28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PEHANG MARU ... Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU ... Monday, 14th June, at 11 a.m.  
RANGOON MARU ... Tuesday, 14th June.

For full information apply to  
**NIPPON YUSEN KAISHA**  
S. YASUDA, Manager.

Telephone No. 202.

## KINEMA NOTES.

## THE LOST CITY.

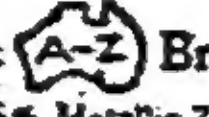
How popular the new Coronet serial "The Lost City" is becoming was evidenced by the large attendance at the theatre last night when three more episodes were shown for the first time. The latest series of jungle adventures is well up to the standard promised by the opening chapters. Photography again is excellent. In these pictures the hero and heroine with their faithful companion have a rough time at the hands of Cagga from whom they escape but to endure recapture. The third episode shows them still

feeling from Cagga, defenceless and surrounded by all the perils of the forest. Threatened by lions, they only escape through the attention of the beasts being diverted by a mad elephant. The fugitives are captured by a native tribe and again are handed over to Cagga. They make their escape in an unusual manner and again set out into the jungle. An amazing series of adventures follows, providing plenty of thrills, the picture closing with a hint about to spring on the heroine. Naturally there are some points suggested to any critical mind which the picture fails to clear up, but the main thing is that there are six good reels of excitement.

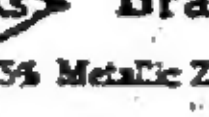
## NOTICES.



Those interested in Australian Zinc are invited to get into communication with the Zinc Producers' Association Pty. Ltd., in Melbourne or London.

Electrolytic Zinc  Brand High-Grade Zinc Dust

Containing about 99.95% Metallic Zinc (99.9% guaranteed) Containing about 90% Metallic Zinc

Spelter  Brand Zinc Concentrates

Containing about 99.75% Metallic Zinc Various Grades

The Zinc Producers' Association Pty. Ltd. is the sole selling organization for the above Australian productions in

Zinc Producers' Association Proprietary Ltd.  
Cable House, 369 Collins Street, Melbourne, Australia.  
London Address: Messrs. Hall & Co. Ltd., 10, Abchurch Lane, London, E.C. 4.  
Cable Address: Zincproducers, Melbourne.  
Cable Address: Zincproducers, London.

Help Nature to feed. The first science in HORLICK'S MALTED MILK, a thorough energizer, brain and body food in powdered form. Poor blood, dryness and all nervous ailments are overcome by taking HORLICK'S Malted Milk. Made in a moment by the addition of a little water, hot or cold. Of all Chemists and Stores.

**HORLICK'S MALTED MILK**

HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

1814 ESTABLISHED 100 YEARS 1914

## JOHN HADDON AND CO.

### Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.

## JOHN HADDON AND CO.

Colonial Merchants and Produce Agents,  
SALISBURY SQUARE, LONDON, E.C.

## NOTICES TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship "TSUBUGA MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODOWNS at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 10th June, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA  
Agents.  
Hongkong, June 3, 1921.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "BENGLOE,"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, June 1, 1921.

**MITSUBISHI SHOJI KAISHA, LTD.**  
(Mitsubishi Trading Co., Ltd.)  
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF  
TAKASHIMA, OGI, MUTARE, KIRIHARA, YOSHINO, HIRAKAWA, KASADA, HIRAI, KAMITAMA, and OTUBARI.  
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and Representatives:—

Nagasaki, Karatsu, Wakamatsu, Mori, Kure, Kobe, Osaka, Tsuruga, Nagoya, Yokohama, Tokyo, Hakodate, Muroran, Oita, Vladivostok, Peking, Hankow, Amoy, Shanghai, Canton, Manila, Singapore, Batavia, London, Paris, New York and Seattle.

Cable Address:—IWASAKI.

Cables:—A.I., A.B.C. 6th Ed.

Western Union and Bentley.

Agencies for: The Mitsubishi Marine & Fire Insurance Co.

The Osaka Marine & Fire Insurance Co.

For Particulars apply to: S. KOMURA, Manager.

No. 14, PRINCE STREET, HONGKONG.

**TAIYO & CO.**

BOOTS AND SHOES

MADE TO ORDER.

No. 15, Wyndham St.

**A. KWAI & CO.**

11 & 12 Cantonment Road, HONGKONG.

**"NAVY CONTRACTORS"**

Ship Charters, Coal Merchants, Sail Makers, General Storekeepers, and

Boys and Boys' Manufactures.

Cable Add: "NAVY". Tel No. 102.

SOMETHING DEPENDABLE.

DIARRHEA is always more or less prevalent during the weather. Be prepared for it. Chamberlain's Colic and Diarrhoea Remedy is prompt and efficient. It can always be depended upon. For sale by all Chemists and Dispensaries.

## SHIPPING

## STRUTHERS & DIXON, Inc.

## GREEN STAR LINE.

Operating For Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"West Garmara" 17th June.  
To VANCOUVER & SEATTLE (via MANILA).  
"West Ivia" 25th June.

Also, cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for:

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE:—1st Floor Powell's Building, 12, Des Voeux Rd., Tel. 300.

## T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU, "THE PATHWAY OF THE SUN."

| STEAMERS      | TONS   | LEAVE HONGKONG |
|---------------|--------|----------------|
| "PERIA MARU"  | 20,000 | June 12th.     |
| "KORYO MARU"  | 22,000 | June 21st.     |
| "SHENYO MARU" | 22,000 | July 1st.      |
| "PERIA MARU"  | 22,000 | July 15th.     |
| "TAIYO MARU"  | 22,000 | Aug. 15th.     |

Calling at Dairen and omitting Nagasaki.  
Calling at Dairen and omitting Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO, VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

Through by TRANS-ANDRAN ROUTE TO BUENOS AIRES.

| STEAMERS      | TONS   | LEAVE HONGKONG |
|---------------|--------|----------------|
| "RAKUYO MARU" | 17,500 | June 10th.     |
| "CHOYO MARU"  | 17,500 | July 1921.     |

\*Cargo only.  
For full information regarding passengers, freight and sailings, apply to: Y. TSUTSUMI, Manager, King's Building, Tel. 574 & 575. Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## WATERHOUSE LINE

## REGULAR TRANS-PACIFIC FREIGHT SERVICE.

Operating U. S. Shipping Board Steamers Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER and

China, Japan and Philippine Island Ports.

"WEST IVAN" 25th June.

Further sailings to be announced later. Through B/Ls issued to all Overland Common Points in U.S. and Canada.

For rates and full particulars apply to

**FRANK WATERHOUSE & COMPANY,**  
3rd Floor, PRINCE'S BUILDING. Tel. No. 1002.

## Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET-NAVIGATION CO. OF BATAVIA).

THE Steamship "VAN CLOON"

will be despatched to

SINGAPORE, and BELAWAN DELI.

Direct

This Vessel offers excellent Cabin-accommodation for Saloon-passengers. Single and double cabins.

Wireless Telegraphy.

For Freight and Passage apply to:

**JAVA-CHINA-JAPAN LIJN,**

Telephone No. 1574. Agents.

## HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL

re-screened in Hongkong at the following prices:—

Delivered to Peak District (above Bowen Road)...\$22.00 per ton.

"Bowen Road and Lower Levels" and Kowloon...\$21.00 per ton.

TERMS—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

**KAILAN MINING ADMINISTRATION**

HEAD OFFICE—TIENTSIN.

AGENTS—DODWELL & CO., LTD., HONGKONG.

## THE KWONG HIP LUNG CO., LTD.

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FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Shipyards and can accommodate any craft of 200 feet long.

Work Office: 64, Cantonment Road, HONGKONG. Telephone No. 400.

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Material is guaranteed on application.

Hongkong, April 17, 1915.



## EARLIER TELEGRAMS.

## (Boulton's Service to the China Mail.)

## BRITISH GOLF VICTORY.

London, June 6th.  
Great Britain beat America in the Professional Golf Tournament. Great Britain won three matches, and America none. Two matches were halved.

## TEST MATCH.

London, June 6th.  
Hobbs is unable to play in the Test match. The following will complete the team—Fry, Evans, Mead and Strudwick.

## MR. LLOYD GEORGE INDISPOSED.

London, June 6th.  
Mr. Lloyd George has caught a chill and has been ordered rest for some days.

## MINERS' STRIKE.

London, June 6th.  
The miners' Executive accepted the coal-owners' invitation to a conference, which opened to-day.  
Mr. Thomas Spencer, a trustee of the Derbyshire Miners' Association, speaking at Alfreton, said that the miners' leaders must recognize that they were beaten on the question of a Pool. They had been chasing a will-o-the-wisp, while thousands of miners' families were starving. The country was heading to ruin. There will be no excuse for the leaders rejecting the coal-owners' offer to discuss the wages question from a practical viewpoint. The threatened withdrawal of the ten millions subsidy necessitated somebody making a move in the direction of a settlement.

The conference of coal-owners and miners is proceeding. It is expected that the former's proposals will be submitted to a delegate conference of miners, which will decide the next step.

## NEW FRENCH MINISTER IN PEKING.

Paris, June 1st (delayed).  
According to *Le Temps*, the French Government intends to replace M. Poincaré by appointing a Minister to China. M. Le Flaur, who was for a long time the chief adjutant of M. Paul Cambon—Paris.

## JAPANESE CROWN PRINCE IN PARIS.

Paris, June 1st (delayed).  
The representative of the French President and several Cabinet Ministers welcomed the Japanese Crown Prince upon the latter's arrival in Paris. Troops lined up in front of the station and rendered honours. The Crown Prince is to lunch to-day with the President—Paris.

## TRAVEL AT SEA.

## THE HOMEWARD SEASON.

## THE ATTITUDE OF P. AND O. COMPANY STEWARDS.

A Bombay message of May 13 states:—The P. and O. "Narkunda" sails to-morrow with the biggest number of passengers of any boat this Homeward season. She has no fewer than 600 first-class passengers. The Stewards, who have been giving trouble on all the P. and O. ships, threatened a hold up. They marched in a body to the P. and O. offices and demanded the removal of one of the ship's officers, alternatively placing the prospect of a strike before the local Director. They were non-plussed when told that if they wanted to strike they were welcome to do so, as nothing would please the Company and the passengers better than to replace them with Goanese stewards. It is believed that the trouble has now blown over.

The shipping position generally is very unpromising. The Anchor Line has cancelled one outward and one Homeward sailing, and it is an open secret that the P. and O. but for the mail contract, would reduce sailings. It is unlikely that the P. and O. will build more boats of the N. class in these days. They are too expensive to build and too expensive to run. It is reported in connection with the building of one ship at Home that one deck included in the plans is being omitted for the provision of additional cargo space. There is little hope of cheaper passages to the East. The "Loyalty," formerly a hospital ship, and now run between India and Europe by an Indian company, has been lying in Bombay for the last six months. She is unable to get a surveyor's certificate or the Government of India certificate for carrying passengers, and the probabilities point to her having made her last voyage as a passenger-carrying ship. The "Loyalty" was the subject of severe criticism at the last meeting of shareholders of the company.

## BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any natural looseness of the child's bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic and Diarrhoea Remedy is always depended upon. For sale by all Chemists and Storekeepers.

## SHIPPING.

## BREAKUP OF FREIGHT GROUP INEVITABLE.

## LOWER RATES EXPECTED.

Information received by the Nippon Yusen Kaisha in Yokohama that the Pacific West-bound freight Conference in San Francisco had dissolved comes as no surprise to shipping men there. The news which was received in a cable from Seattle to the Nippon Yusen Kaisha was that the Java Line had definitely withdrawn from the freight group and that the action of this firm would be followed by similar action by "Struthers and Dixon," the Pacific Mail and the Admiral Line.

Shipping men in Yokohama said that the conference had threatened to dissolve for some time. The first crisis came on April 1 when the Toyo Kisen Kaisha was accused of rate cutting, according to statements made by some, this rate cutting having been caused partly by the competition of the Dutch Line (Holland-Cost Azie Lijn) which was not a member of the conference.

The various steamship lines were gotten back into the group at that time through the efforts of officials whose companies were particularly interested in maintaining rates. The China Mail Steamship Company dropped out on April 2, and has not re-entered the agreement.

In Japanese shipping circles it is said that withdrawal from the freight group is more or less a matter of self-defence. For some time past, officials of Japanese concerns are quoted as saying, non-conference firms have been trying to undermine the conference shipping organizations, and as a result, it is stated, that some of the latter firms already have been forced to make special rebates or grant privileges that are not recognized by the conference.

Restraints such as the conference imposed are said to be impossible because of the great amount of cargo space now available. As one official in Yokohama said, "It is easy to maintain rates through an agreement when there is plenty of freight, and companies are turning down shipments. But it is quite another matter when cargoes are as scarce as they are to-day. It is easy to see why the conference has broken down and companies are now out cutting rates or in other ways trying to obtain shipments."

Japanese shipping men continue to attach much importance to the attitude of the United States Shipping Board as this attitude affects shipping in general. The Toyo Kisen Kaisha and the Nippon Yusen Kaisha are both members of the Freight Conference, and they will of course be affected by this decision which seems to mean the final breakup of the conference. The Pacific freight conference, it is pointed out, have never been of the same comparative strength as have similar European groups. One hope expressed by shippers here was that the chance for free competition for freight might finally mean the eventual establishment of lower rates on all lines—*Japan Advertiser*.

EX-GERMAN STEAMERS.  
The list, just issued, of ninety-four steamers which remain to be sold shows that substantial progress is being made in the disposal of the enemy vessels. Since the former list was published thirteen cargo steamers offered on account of the Reparations Commission have found buyers; and of twenty-one prize vessels offered on March 19 for cash down, eleven have been sold, so that in all twenty-four steamers, representing 142,145 dead-weight tons, have been disposed of during the month—not far short of one ship per working day. The prices are not disclosed, but it is considered that this deliberate method of sale has, in the present state of the market, been more productive than would have been an offer of the ships by auction. (On the assumption that a revival of business, with a corresponding rise in exports and in freights, cannot be indefinitely delayed, shipowners are apparently finding such vessels as are adaptable to their particular trades attractive at the prices now ruling for second-hand tonnage. The list now issued includes four ships classified as "additional vessels" which, it is understood, are to be sold for cash. It is stated that while offers for all these steamers can be made up to the 30th April, such offers will be dealt with by Lord Inchcape as received; and that the system of deferred payments is still open in the case of the passenger or cargo vessels offered on account of the Reparations Commission.)

HIGH PASSENGER FARES.  
Messrs. Paterson Simons & Co., Ltd., Penang, agents for the Bibby Line, write to the *Penang Press* as follows:—We give you herewith extract of a letter from Messrs. Bibby Bros. addressed to Messrs. Carsons & Co., Ltd., Colombo, which we think will prove of interest.

"The fare to and from Ceylon from 1914 was £42 and now is £72, and

increase of 71 per cent. All other passage rates have advanced very much more than this, particularly in the N. and S. Atlantic, but to take a more local case, the U.K.—Singapore rate is up over 100.

"The cost of running steamers has advanced at least 800 per cent. while the present Official Board of Trade figure for the increased cost of living, which entirely falls on the steamer, is 144 per cent.

"The above will show that the steamers carry a very much larger percentage of the increased costs than the passenger, and had as the Ceylon traders' position may be, the present state of the shipping industry is even worse—every ship showing a very heavy loss at the present rates, and any reduction in fares would certainly mean laying up of more ships and the general restriction of facilities.

"Not only have the running expenses enormously increased but the initial costs of new tonnage as regards new boats and the repairs which fall more heavily on the older ones have advanced out of all proportion to the steamers earnings. When passengers consider that while on board not only are they carried hundreds of miles per day by a ship incurring heavy daily expenses in addition to Suez Canal dues and other port charges, but are fed, waited on, and generally provided for at about £2.10 to £2.50 per day we think they will admit that under present circumstances the fares are most reasonable."

"THE MISAP TO THE 'BENALLA'."  
Once the P. and O. "Benalla's" passengers had overcome their natural fright they settled down to make the best of things. One passenger named Abraham Brada, bound for Cape Town, describes how a terrific storm one morning woke up everybody. When they found there was no immediate danger the passengers were warmed up by refreshments and proceeded to the dining saloons where prayers were read and hymns sung. The piano was then taken on deck and a singing and dancing started. It appears that the Newhaven lifeboat put off at 2.15 a.m., but owing to the impenetrable fog was unable to locate the "Benalla" until six o'clock when the Captain had already beached her. Most of the passengers returned to London. As we have since learned the "Benalla" was refloated in the evening of May 14 and sailed south-west under her own steam.

DETECTIVE SHIPPING ACTIVITY.  
One of the vessels which will be arriving here shortly will be the Dutch boat, "Alderamin," belonging to the United Netherlands Steamship Co. She is a cargo vessel and is one of the largest Dutch ships which call at this port. The ship has a dead weight tonnage of 12,300 tons, 7,700 gross tons, and 6,900 net tons. It is 495 feet long, has a draught of 28 feet, a beam of 61 feet, 2,000 h.p., with a speed of 12 knots.

## GENERAL NOTES.

The Amsterdam and Rotterdam shipyards are so overburdened with orders for repairs that the Dutch Labour Minister has found it necessary to suspend the operation of the Eight Hours Day Act in this trade, and extend the working day to ten hours.

The *Times* of Ceylon of May 17 says: "No further news has been received in Colombo of the Swedish liner 'Elmarek' which is lying ashore about 1,000 miles from Colombo, south of the Maldives. It is believed that her wireless apparatus has broken down. Another Swedish liner, the 'Malmen,' which is at present in Colombo, is making preparations to go to the 'Elmarek's' assistance."

The "Alderamin" was built by the Vulcan Shipyard at Vegesack, a town near Bremen, Germany, for the German Company, the Roland Line, but when in the stocks was exchanged with the Netherlands Steamship Agency for 10 smaller steamers. The German firm also included her sister ship, the "Alderbaran." She was later allotted to her present owners. When the ship left Hamburg on her outward journey to the East she did not carry much through cargo, but did a large interport business en route. She reloaded very little cargo in Japan, but picked up 5,000 tons deadweight of soy beans and wheat at Dairen for Europe.

The Swedish motor ship, the "Elmarek," which grounded on May 10 on a reef a thousand miles off the coast of Ceylon, in the neighbourhood of the Maldiva Islands, is reported to be in a very serious position. According to the information received by the local agents, No. 1 hold was leaking, in addition to the leakages reported previously. As far as can be gathered the crew of the ship are safe, as the "Veldier," intercepting an S.O.S. signal, made immediately for the spot and rescued the whole crew. She is now standing by. It is stated that a part of her cargo has been salvaged and that there is every hope of getting her off. Her cargo consists of about 2,000 tons of wheat, 100 tons of rice, and 100 tons of sugar.

## LONELY WIFE.

## DIVORCE COURT FLEA.

## WAS TACKLE EPISODE.

The following poignant letter from a wife against whom the husband was asking a decree nisi was read in the Divorce Court. It was a reply to her absent husband's demand for an explanation of her condition:

Dear J.—What am I to say to you? Written words are so inadequate; but I must try. All through the dreadful, lonely years of the war my one thought has been of you and our girls, and how I might make a little home for you and her, and the wonderful time when you would come back to us both. It hasn't been an easy part to play—that of a neglected wife—waiting for a husband year in, year out, who gave her no encouragement.

Oh, for a pen to express what I want to say to you. I've been aching for your arms all these years, sonny dear. No one is perfect. Have you never had anything happen in your life which you would give everything you possess to have undone? I hate appeals to anyone's pity, but you must remember that I did my poor best to help you when you were in a pretty tight corner over that report. Have you got so hard you've forgotten all we've been together?

What babes we were and how happy we could be together! When we met you were just a baby without a bean, fed up, hating most things and most people. Do you remember? And I was hardly more than a child, stunned with tragic experience, and so lonely, and I just crept into your arms, as I'm trying and aching to do now.

I can't help it, I suppose it is undignified to want a man who has shown pretty plainly year after year that he has lost interest in you, but there it is. You know, J., in your heart of hearts that I am as honest and loyal as a woman can be.

This man, who has brought about this climax is nothing to me but a hateful memory. He was fed up and lonely, a state I so understand, having suffered from it all these awful years. So I tried to be helpful and kind, with the result that he lost his head and took a mean advantage of me.

This happened almost before I realised it, and my one feeling for him is one of loathing. I've not seen or written to him, he knows nothing of me, nor I of him beyond that he has gone abroad.

As usual, no matter whose the real fault, I being a woman, must pay, so I'm facing this situation quite alone. It isn't all fun being a woman.

## WAR-ABSENT HUSBAND.

Major William John Bovill, at present serving at G.H.Q. in Mesopotamia, was the petitioner. The co-respondent was a man unknown.

Mr. D. Cotes-Predy read an affidavit by Major Bovill in which he explained that his duties took him to Persia and into the desert and he was not able to write to his wife as often as he could have wished. In the autumn of 1918 he received information concerning his wife, and as a result of inquiries wrote that he did not intend to return to her until he was in full possession of the facts.

The letter given above was his wife's reply.

Major Bovill denied that he neglected his wife. He was not the father of a child born to his wife on February 1, 1920.

The President granted a decree.

## SILVER FROM SAND.

## A WONDERFUL INVENTION.

## SCIENTIFIC RESEARCH IN JAPAN.

Tokyo, May 30.—The Tokyo *Asahi* reports about a very interesting invention made by a Japanese named Tatsudo Hattori of Saidama Prefecture. According to the report, by means of the new invention, silver and other metals can be produced out of "all things." The inventor has spent his private fortune for more than ten years in study and about three years ago he came to the conclusion that everything can be reduced to metal. At first, the scientific world of Japan did not take any notice of the invention, but recently a section of Japanese scholars acknowledged it, after testing it. The inventor is said to have succeeded in producing in the presence of the scientists, silver out of earth and sand as well as from the flowers of their lavigata.

## SAD OLD WOMAN.

## DISINHERITED SON.

## £22,000 WILL DECISION.

Two sisters and a brother were concerned in a dispute, heard by Mr. Justice Horridge over the £22,000 estate of their mother, Mrs. Frances Platt-Higgins, late of Southport, who died last year when 73.

Mrs. Florence Haworth, of Bowdon, Cheshire, and Mrs. Kate Mary Coulbourn, of Weston-under-Redcliff, Salop, daughters of the dead woman, propounded, as plaintiffs, a will of December 22, 1917. This, on the ground that his mother was not of sound testamentary capacity, was opposed by Mr. Frederick Wilkinson, of Braintree, Essex. Mr. Justice Horridge pronounced in favour of the will and ordered Mr. Wilkinson to pay his own costs.

Sir Ellis Hume-Williams, K.C., for the sisters, said the will cut out Mr. Wilkinson and his brother, and left the estate to the two sisters. Mrs. Platt-Higgins was twice married, and after the death of her second husband, Mr. Frederick Wilkinson was helped by his mother, who advanced in all about £2,000. In 1913, when short of money, she had to sue him for interest, and referred to herself in a letter as "very old and sad, and the old and the weak turn to the strong and the kind." In 1915 she wrote to her son:

"I am left to face the winter with hardly any money or any prospect of getting any. I shall be 69 to-morrow and I don't think either you or your wife will be called upon to pay interest for very long. Do consider my position, at my age having to appear against you for what, believe me, are bare necessities of life!"

Ultimately she made a will leaving her property to her daughters, and Mr. Wilkinson was told his name had been omitted "because he had more than anticipated his share. Writing to his mother in reference to the will Mr. Wilkinson, stated counsel, said: 'It is not the actual money I am anxious about but the hypocritical and deceitful way in which you have treated me,' and added:

"I HAVE FINISHED WITH YOU."  
I doubt if any low money-lender would have treated his son in this way. I have finished with you. For years I have feared you would eventually turn upon me.

If you have helped me in the past I consider your treatment absolutely nullifies anything you had done. Consider the scandal one had to live among for years.

Sir Ellis Hume-Williams said this suggested there was a scandal between the mother and her second husband while her first husband was alive, and the mother sent the letter to her solicitor.

Mr. George Percy Haworth, of Manchester, a son-in-law, said Mrs. Platt-Higgins was a clever business woman, and used to say she had the brains of a man. Answering Mr. Patrick Hastings, Mr. Haworth stated that he and his wife had received from Mrs. Platt-Higgins £1,650, most of which was paid to Mrs. Platt-Higgins in a cotton mill during the boom for £12,500—making, about £11,000 profit.

Later, Mr. Patrick Hastings said that after hearing the evidence of the witness who attested the will he could not continue to dispute the document.

## SUPERSTITIONS.

## TIGER-LILIES.

In the rural districts of New England, the Middle States and the Middle West there is a common superstition that looking closely into a tiger lily will cause freckles. Here is another instance of the resistance in modern man of the primitive mind; an example of how it takes to-day just as it did in the dawn of the ages.

The tiger lily is a native of China and was not introduced into the western world until comparatively modern times. Yet this gorgeous, freckled flower at once arouses in the "unconscious" that old, old belief, in homeopathic magic so firmly held by our primitive ancestors—like causes like.

This and nature-worship sometimes separately, sometimes interwoven, have been the parents of the majority of the ancient cults of ancient and modern superstitions. It is an interesting fact, though, that while the "persistent primitive" perpetuates in popular superstitions other forms of ancient magic, such superstitions are inherited, as it were—have a definite pedigree which can be traced. So, too, those superstitions inherited from nature-worship and the cults of the gods and goddesses. But the generation day for those forces of superstition is gone. Homeopathic magic alone retains new vitality that it is able to create new superstitions from day to day. So if you look into a freckled tiger lily, you will be freckled yourself; a superstition which, though widely spread, is of modern creation.

## DAIRY FARM NEWS.

## JUST RECEIVED

consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets,  
Haddocks,  
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## BATHING SUITS

AT

## WHITEAWAY'S

FOR

GENTS,

LADIES,

AND

CHILDREN.

We have just received a small sample consignment of the latest styles and are offering them at much below usual prices.

## LADIES' BATHING CAPS

from \$1.00 to \$2.50 each.

## BATH TOWELS

GOOD SIZE, GOOD VALUE.

At Popular Prices.

## WHITEAWAY, LAIDLAW &amp; CO., LTD.

HONGKONG.

## VLADIVOSTOCK NEWS.

## NEW GOVERNMENT.

## BOLSHEVIST FLEE.

Vladivostok, May 26.—A new Priamur Government has been formed, and M. Merkuloff, chairman of the non-socialist organizations, has been nominated as President. The convocation of a Constituent Assembly for the Priamur is announced.

Some of the militia made a determined stand at the docks, and the Kappellites only occupied the headquarters of the militia after overcoming considerable resistance, losing six killed and several wounded.

Leaflets have been found in the streets, demanding a massacre of the Jews. M. Medvedev, the former Premier of the Priamur, has been arrested.

BOLSHEVIST RESISTANCE OVERCOME.  
Vladivostok, May 28.—The remaining Bolshevik resistance has been overcome and the town is now normal. Non-Kappell provocative elements are spreading rumours of a forthcoming Jewish pogrom in order to discredit the movement, but there is no danger of Kappell's forces allowing hooliganism.

General Verbitsky has arrived here to take over command of the Kappell troops. The Bolshevik leaders are in the hands of the Japanese.

## A STATEMENT OF POLICY.

Vladivostok, May 29.—M. Merkuloff, Head of the new Government of the Maritime Province, has issued a statement of policy, of which the main points are as follows:—  
The primary task of the new Government will be to restore order in the country.

Members of the late Administration will secure their liberty, except those who are liable to prosecution on criminal charges.

Freedom of the press is guaranteed. M. Merkuloff states that he considers Adam Semenov's authority to be unacceptable to the masses, and that therefore such authority will not be established.

NO MILITARY DICTATORSHIP.  
General Verbitsky, who has assumed command of the Kappell troops, announces that he and his army stand for democracy, and that in maintaining order in the district they will merely execute the orders of the Government. No military dictatorship is premeditated, General Verbitsky declares. The overthrow of the Communists at Nikolai-Ussuriysk, adds the General, was carried out without bloodshed, or excesses. No arrests were effected, the militia surrendering without fighting.

Vladivostok is gaily bedazzled with the Russian National Tricolor, replacing the Bolshevik red banners. Most of the late militia have fled to the hills with their arms. The remaining Bolshevik forces have been disarmed by the Japanese.

Grodokov has notified its allegiance to the new Priamur Government. According to advice from China, the Moscow Soviet has announced that it will take over the defence of the Irkutsk and Baikal regions against the "Barm" "Ungers," so as to allow China to concentrate all its forces on resisting the anti-Communist peril in the Russian Far East.

CHAMBERLAIN'S PAIN BALM.  
A touch of rheumatism, or a twinge of neuralgia, whatever the trouble, Chamberlain's Pain Balm drives away the pain at once and cures the complaint quickly. First application gives relief. When a bottle of it is kept in the house, the pain of burns and scalds may be promptly relieved, cuts and bruises quickly healed and swellings promptly reduced. In fact, the household Balm is just what an emergency, as every family should be provided with it. For sale by all Chemists and Storekeepers.



## NOTICE TO SHIPPERS AND PASSENGERS.

## PROJECTED DEPARTURES.

## CHINA COAST, ETC.

| SWATOW.        | Tungshing. |
|----------------|------------|
| June 8.-C.S.N. | 8.-C.N.    |
| 10.-D.L.       | 10.-D.L.   |
| 12.-O.S.K.     | 12.-O.S.K. |
| 14.-D.L.       | 14.-D.L.   |
| 16.-O.S.K.     | 16.-O.S.K. |

| AMOI.           | Kaijo Maru. |
|-----------------|-------------|
| June 12.-O.S.K. | 12.-O.S.K.  |
| 14.-D.L.        | 14.-D.L.    |
| 16.-O.S.K.      | 16.-O.S.K.  |

| FOOCHOW.      | Hailong.   |
|---------------|------------|
| June 10.-D.L. | 10.-D.L.   |
| 12.-O.S.K.    | 12.-O.S.K. |
| 14.-D.L.      | 14.-D.L.   |

| SHANGHAI.      | Tungshing. |
|----------------|------------|
| June 8.-C.S.N. | 8.-C.N.    |
| 10.-D.L.       | 10.-D.L.   |
| 12.-O.S.K.     | 12.-O.S.K. |
| 14.-D.L.       | 14.-D.L.   |
| 16.-O.S.K.     | 16.-O.S.K. |

| WEIHAWEI AND CHEFOO. | Kueichow.  |
|----------------------|------------|
| June 11.-C.N.        | 11.-C.N.   |
| 13.-O.S.K.           | 13.-O.S.K. |
| 15.-D.L.             | 15.-D.L.   |

| TIENTSIN.       | Chingching. |
|-----------------|-------------|
| June 10.-C.S.N. | 10.-C.S.N.  |
| 12.-O.S.K.      | 12.-O.S.K.  |
| 14.-D.L.        | 14.-D.L.    |

| TSINGTAO.      | Tungshing. |
|----------------|------------|
| June 8.-C.S.N. | 8.-C.N.    |
| 10.-D.L.       | 10.-D.L.   |
| 12.-O.S.K.     | 12.-O.S.K. |

| PUKOW.        | Sinkiang.  |
|---------------|------------|
| June 14.-C.N. | 14.-C.N.   |
| 16.-O.S.K.    | 16.-O.S.K. |
| 18.-D.L.      | 18.-D.L.   |

| KEELUNG.        | Kaijo Maru. |
|-----------------|-------------|
| June 12.-O.S.K. | 12.-O.S.K.  |
| 14.-D.L.        | 14.-D.L.    |
| 16.-O.S.K.      | 16.-O.S.K.  |

| TAKAO.          | Szechuan Maru. |
|-----------------|----------------|
| June 16.-O.S.K. | 16.-O.S.K.     |
| 18.-D.L.        | 18.-D.L.       |
| 20.-O.S.K.      | 20.-O.S.K.     |

| MAIPHONG AND HOIHOW. | Taiwan.    |
|----------------------|------------|
| June 8.-C.S.N.       | 8.-C.S.N.  |
| 10.-D.L.             | 10.-D.L.   |
| 12.-O.S.K.           | 12.-O.S.K. |

| SAIGON.       | Glymont.   |
|---------------|------------|
| June 20.-A.L. | 20.-A.L.   |
| 22.-O.S.K.    | 22.-O.S.K. |
| 24.-D.L.      | 24.-D.L.   |

| SINGAPORE.    | Hepet.   |
|---------------|----------|
| June 20.-G.L. | 20.-G.L. |
| 22.-A.L.      | 22.-A.L. |
| 24.-C.M.      | 24.-C.M. |

| PHILIPPINE ISLANDS, ETC. | Lake Onawa. |
|--------------------------|-------------|
| June 20.-C.M.            | 20.-C.M.    |
| 22.-O.S.K.               | 22.-O.S.K.  |
| 24.-D.L.                 | 24.-D.L.    |

| MANILA.         | Wingsang.  |
|-----------------|------------|
| June 10.-C.S.N. | 10.-C.S.N. |
| 12.-O.S.K.      | 12.-O.S.K. |
| 14.-D.L.        | 14.-D.L.   |

| CEBU AND ILOILO. | Tamias.    |
|------------------|------------|
| June 13.-C.N.    | 13.-C.N.   |
| 15.-O.S.K.       | 15.-O.S.K. |
| 17.-D.L.         | 17.-D.L.   |

| JAVA PORTS, ETC. | Tjibemas.  |
|------------------|------------|
| June 13.-J.C.L.  | 13.-J.C.L. |
| 15.-O.S.K.       | 15.-O.S.K. |
| 17.-D.L.         | 17.-D.L.   |

| INDIAN PORTS, ETC. | Calcutta.  |
|--------------------|------------|
| June 10.-C.S.N.    | 10.-C.S.N. |
| 12.-O.S.K.         | 12.-O.S.K. |
| 14.-D.L.           | 14.-D.L.   |

| BOMBAY AND COLOMBO. | Tatsumo Maru. |
|---------------------|---------------|
| June 11.-N.Y.K.     | 11.-N.Y.K.    |
| 13.-O.S.K.          | 13.-O.S.K.    |
| 15.-D.L.            | 15.-D.L.      |

| AUSTRALIAN PORTS. | Tatsumo Maru. |
|-------------------|---------------|
| June 11.-N.Y.K.   | 11.-N.Y.K.    |
| 13.-O.S.K.        | 13.-O.S.K.    |
| 15.-D.L.          | 15.-D.L.      |

| SYDNEY AND MELBOURNE. | Tatsumo Maru. |
|-----------------------|---------------|
| June 11.-N.Y.K.       | 11.-N.Y.K.    |
| 13.-O.S.K.            | 13.-O.S.K.    |
| 15.-D.L.              | 15.-D.L.      |

| COPENHAGEN.   | Peru.      |
|---------------|------------|
| June 20.-E.A. | 20.-E.A.   |
| 22.-O.S.K.    | 22.-O.S.K. |
| 24.-D.L.      | 24.-D.L.   |

| AMERICAN PORTS.   | Albama Maru. |
|-------------------|--------------|
| June 14.-C.P.O.S. | 14.-C.P.O.S. |
| 16.-O.S.K.        | 16.-O.S.K.   |
| 18.-D.L.          | 18.-D.L.     |

| BEATTLE.          | Albama Maru. |
|-------------------|--------------|
| June 14.-C.P.O.S. | 14.-C.P.O.S. |
| 16.-O.S.K.        | 16.-O.S.K.   |
| 18.-D.L.          | 18.-D.L.     |

| SAN FRANCISCO. | Albama Maru. |
|----------------|--------------|
| June 11.-P.M.  | 11.-P.M.     |
| 13.-O.S.K.     | 13.-O.S.K.   |
| 15.-D.L.       | 15.-D.L.     |

| PORTLAND.     | Pawlet.    |
|---------------|------------|
| June 14.-A.L. | 14.-A.L.   |
| 16.-O.S.K.    | 16.-O.S.K. |
| 18.-D.L.      | 18.-D.L.   |

| LOS ANGELES.     | West Carmona. |
|------------------|---------------|
| June 17.-S. & D. | 17.-S. & D.   |
| 19.-O.S.K.       | 19.-O.S.K.    |
| 21.-D.L.         | 21.-D.L.      |

| VALPARAISO.     | Albama Maru. |
|-----------------|--------------|
| June 13.-N.Y.K. | 13.-N.Y.K.   |
| 15.-O.S.K.      | 15.-O.S.K.   |
| 17.-D.L.        | 17.-D.L.     |

| NEW YORK.       | Hague Maru. |
|-----------------|-------------|
| June 23.-O.S.K. | 23.-O.S.K.  |
| 25.-D.L.        | 25.-D.L.    |
| 27.-O.S.K.      | 27.-O.S.K.  |

| SOUTH AFRICAN PORTS. | Albama Maru. |
|----------------------|--------------|
| June 14.-O.S.K.      | 14.-O.S.K.   |
| 16.-D.L.             | 16.-D.L.     |
| 18.-O.S.K.           | 18.-O.S.K.   |

| DURBAN AND CAPE TOWN. | Albama Maru. |
|-----------------------|--------------|
| June 14.-O.S.K.       | 14.-O.S.K.   |
| 16.-D.L.              | 16.-D.L.     |
| 18.-O.S.K.            | 18.-O.S.K.   |

| EUROPEAN PORTS. | Albama Maru. |
|-----------------|--------------|
| June 14.-O.S.K. | 14.-O.S.K.   |
| 16.-D.L.        | 16.-D.L.     |
| 18.-O.S.K.      | 18.-O.S.K.   |

| SRINIDHI, VENICE, & TRIESTE. | Albama Maru. |
|------------------------------|--------------|
| June 14.-O.S.K.              | 14.-O.S.K.   |
| 16.-D.L.                     | 16.-D.L.     |
| 18.-O.S.K.                   | 18.-O.S.K.   |

| LONDON.         | Albama Maru. |
|-----------------|--------------|
| June 10.-N.Y.S. | 10.-N.Y.S.   |
| 12.-O.S.K.      | 12.-O.S.K.   |
| 14.-D.L.        | 14.-D.L.     |

| LIVERPOOL.    | Albama Maru. |
|---------------|--------------|
| June 13.-B.F. | 13.-B.F.     |
| 15.-O.S.K.    | 15.-O.S.K.   |
| 17.-D.L.      | 17.-D.L.     |

| HAMBURG.         | Albama Maru. |
|------------------|--------------|
| July 1.-B.E.A.L. | 1.-B.E.A.L.  |
| 3.-O.S.K.        | 3.-O.S.K.    |
| 5.-D.L.          | 5.-D.L.      |

| CCPENHAGEN.   | Albama Maru. |
|---------------|--------------|
| June 20.-E.A. | 20.-E.A.     |
| 22.-O.S.K.    | 22.-O.S.K.   |
| 24.-D.L.      | 24.-D.L.     |

| AMERICAN PORTS.   | Albama Maru. |
|-------------------|--------------|
| June 14.-C.P.O.S. | 14.-C.P.O.S. |
| 16.-O.S.K.        | 16.-O.S.K.   |
| 18.-D.L.          | 18.-D.L.     |

| BEATTLE.          | Albama Maru. |
|-------------------|--------------|
| June 14.-C.P.O.S. | 14.-C.P.O.S. |
| 16.-O.S.K.        | 16.-O.S.K.   |
| 18.-D.L.          | 18.-D.L.     |

| SAN FRANCISCO. | Albama Maru. |
|----------------|--------------|
| June 11.-P.M.  | 11.-P.M.     |
| 13.-O.S.K.     | 13.-O.S.K.   |
| 15.-D.L.       | 15.-D.L.     |

| PORTLAND.     | Pawlet.    |
|---------------|------------|
| June 14.-A.L. | 14.-A.L.   |
| 16.-O.S.K.    | 16.-O.S.K. |
| 18.-D.L.      | 18.-D.L.   |

| LOS ANGELES.     | West Carmona. |
|------------------|---------------|
| June 17.-S. & D. | 17.-S. & D.   |
| 19.-O.S.K.       | 19.-O.S.K.    |
| 21.-D.L.         | 21.-D.L.      |

## AMERICAN PORTS.

## VANCOUVER.

|                   |                    |
|-------------------|--------------------|
| June 14.-C.P.O.S. | Monteagle.         |
| 16.-O.S.K.        | Empress of Russia. |
| 18.-D.L.          | Empress of Japan.  |
| 20.-O.S.K.        | Empress of Asia.   |
| 22.-D.L.          | Empress of Russia. |
| 24.-O.S.K.        | Empress of Asia.   |
| 26.-D.L.          | Empress of Russia. |
| 28.-O.S.K.        | Empress of Asia.   |
| 30.-D.L.          | Empress of Russia. |

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| June 14.-O.S.K. | Albama Maru.  |
| 16.-D.L.        | West Carmona. |
| 18.-O.S.K.      | West Carmona. |
| 20.-D.L.        | West Carmona. |
| 22.-O.S.K.      | West Carmona. |
| 24.-D.L.        | West Carmona. |
| 26.-O.S.K.      | West Carmona. |
| 28.-D.L.        | West Carmona. |
| 30.-O.S.K.      | West Carmona. |

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| June 14.-O.S.K. | Albama Maru.  |
| 16.-D.L.        | West Carmona. |
| 18.-O.S.K.      | West Carmona. |
| 20.-D.L.        | West Carmona. |
| 22.-O.S.K.      | West Carmona. |
| 24.-D.L.        | West Carmona. |
| 26.-O.S.K.      | West Carmona. |
| 28.-D.L.        | West Carmona. |
| 30.-O.S.K.      | West Carmona. |

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| June 14.-O.S.K. | Albama Maru.  |
| 16.-D.L.        | West Carmona. |
| 18.-O.S.K.      | West Carmona. |
| 20.-D.L.        | West Carmona. |
| 22.-O.S.K.      | West Carmona. |
| 24.-D.L.        | West Carmona. |
| 26.-O.S.K.      | West Carmona. |
| 28.-D.L.        | West Carmona. |
| 30.-O.S.K.      | West Carmona. |

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| June 14.-O.S.K. | Albama Maru.  |
| 16.-D.L.        | West Carmona. |
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## HONGKONG HOTEL CO., LTD.

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HEAD OFFICE &amp; SHOW ROOM IN PEDDER STREET.

## SHIPPING.

HOW PILFERAGE MAY  
BE CHECKED.REPORT OF CHAMBERS OF COMMERCE  
COMMITTEE.

The committee which was appointed by the council for the purpose of investigation of the question of pilferage has conducted an extensive inquiry, and is now in a position to submit an interim report. The evil of pilferage has reached very grave dimensions, and the following instances will show that strong action is necessary if the growing practice is to be counteracted.

One company estimated, when this question first came into prominence, that upon each round voyage of two cargoes made in a wide variety of trades the shortage claims—believed to be due almost wholly to pilferage and theft—averaged £2,500 per voyage. A second company with less varied trade estimated that every cargo out and home costs an average of £1,000 in claims paid; say £2,000 for the round voyage.

A third company produced statistics showing that whereas before the war claims averaged 1.44d per ton of cargo handled, they recently averaged 26.91d. per ton of cargo handled, an increase of nearly 2,000 per cent., and they are still increasing. A fourth instance gives statistics of an outward trade served by some seven or eight steamship companies in which the average for the first nine months of last year was 3s. per ton of cargo handled.

## ACTION BY SHIPOWNERS.

The committee feels that a very great deal can be done by the shipowners themselves to eradicate the evil for the period during which the goods are in their charge, and it is thought that the pivot of the situation is the system of tallies and watching. Instances were quoted to the committee of the claims paid by seven separate companies all running in the same trade with the same agents where the average cost per ton of cargo varied from 1s. 9d. to 5s. 2d., and there was substantial evidence that this notable divergence in the figures by different steamers was in the main due to varying practices on board in the matter of tallying and watching.

## (a) TALLIES AND WATCHING.

The question of tallies and watching has, therefore, received special attention and the committee wishes to submit the following recommendations:—

1. That tallies should be taken both in and out of the ship. It is

especially important that this should be done when discharging (a) into open quays or (b) into lighters, and it is also of the first importance when discharging on to the quays of dock and warehouse authorities.

Frequently the dock authorities discourage tallies on discharge. This is natural and understandable, since the responsibility for the safe custody of goods between discharge from the ship and delivery to the consignee on the quay or warehouse rests with them. During that time goods are often lost. If a tally has not been kept on the ship it is impossible to prove delivery to the dock authority and claims for goods so lost are passed on to the ship and the shipowners are powerless to repudiate them.

The dock companies urge that tallies involve delay to the ship. The committee is of opinion, however, that there need rarely be any material delay, and further, that shortage claims are now so grave that the gain from tallying would in general outweigh the loss from actual loss.

Further, the committee considers that even where shipping companies use their own wharves it is desirable that careful tallies should be kept.

Where proper tallies are not kept it is impossible as a rule for the shipowner, or even those in charge of the warehouse, to know whether a loss has arisen in the warehouse or not, the goods being tallied only on delivery from the warehouse. A shortage may have arisen in the warehouse, on the ship, or even before the ship loaded. Tallies at the rail would, therefore, assist those in charge of the wharf, the master, and the shipowners to trace any losses, and the responsibilities of the ships' officers on the one hand and of the wharf officials on the other would be defined.

2. That in all cases when holds are open, whether loading or discharging (a) there should be efficient control and supervision by the officers of the ship, and (b) where officers cannot be present at all holds they should appoint their own substitutes from among the petty officers, apprentices, wireless operators (*vide infra*), and other members of the crew. It is not proposed that officers should be required to take the tallies themselves where it is not customary, but the committee desires to emphasise the ultimate responsibility of the officers.

With reference to (a): the committee wishes strongly to urge that the supervision, if not the actual tallying is the province of the officers' responsibility. In small ships the tally is conveniently taken by the officers; in large ships the superintendence of the tally is a matter

for the officers, whilst the tally clerks do the work. Where tallying is now customarily done by tally clerks or others it is not desirable to revert to the practice of requiring the officers actually to do the tallying, but they must take responsibility for it as effectively as for the safe navigation of the ship, and officers should be made to feel that good or bad returns will weigh with owners in considering promotion as well as good or bad navigation.

With reference to (b): in home ports, where it is a common practice to allow officers to be away on leave, care should be taken that a sufficient number of officers are left to perform cargo duties, and that the duties of those absent are devolved upon officers remaining or substitutes. They strongly recommend that the practice of supplying relieving officers should be extended.

The committee also recommends that the wireless operators and watchmen should be employed in addition to the officers in connection with the work of tallying, supervising and watching, and it is desirable that they should eventually be regarded as an integral part of the ship's personnel for performing cargo duties in port, under the supervision of the master.

(b) PILFERAGE REPORTS TO OWNERS. The committee wish to make the following recommendations concerning pilferage reports to owners:—

1. That prompt reports should be sent direct to the owners at the time when the pilferage is discovered.

2. That the reports should divide the claims showing specifically which claims arise from pilferage.

(c) SPECIAL GOODS. The committee wish to point out that "special goods" unless they are under bars and keys invite the attention of pilferers.

(d) LEGAL, MAGISTERIAL AND POLICE ACTION.

In regard to legal, magisterial and police action, the committee wish to recommend that:—

(1) Shipowners should prosecute every detected case of pilferage. There is a certain chariness about instituting legal proceedings, but such proceedings are imperative if pilferage is to be stopped.

(2) The magistrates should be urged to set their faces against merely inflicting fines, often paid out of subscriptions by the offender's associates. Fines are generally inadequate, and they should award imprisonment to persons convicted of larceny.

(3) The magistrates' power of dealing with persons convicted of unlawful possession should be enlarged and the maximum fine should be increased from £5 to £20.

(4) Further, the River and Dock Police Forces should be strengthened and encouraged in vigilance.

(e) DOCK AND HARBOUR AUTHORITIES. The committee wish to make the following recommendations in regard to dock and harbour authorities:—

(1) That the authorities should be more strict in the scrutiny of persons allowed to enter and leave dock and harbour premises.

(2) That a system of triplicate passes should be adopted in all ports for goods taken out of docks (called "Goods Passes"), one to be retained in the pass book of ship, and two to be handed to the person in charge of the goods to be given up at the dock gates. The dock authority should retain one of these two for their purposes, and send the other to the ship's agent.

(3) That there should be stricter examination of conveyances by road and water—(carts, lighters, etc.)—by those who are charged with the duty of doing so.

(4) That where received by the dock or harbour authorities they should always give receipts for goods which are tallied by the ship at the ship's rail.

(f) PUBLIC OPINION.

The committee wishes to recommend that the co-operation of the labour unions should be sought in encouraging a strong and healthy public opinion on the moral aspect of the evil, and it should be brought home to employers and employees that it is a stigma on the great body of those engaged in trade that

the nefarious practices of pilferage and theft should have such great vogue to-day.

In conclusion the committee wish to emphasise the paramount importance for ships' officers of cargo duties under present-day conditions over all other duties in port. They believe, from experience already acquired, that if generally adopted their recommendations will speedily reduce the pilferage evil to small dimensions as affecting steamship owners, and they look forward to a time in the near future when less strict practices will be necessary by reason of the improved public sentiment on this subject. The quicker the action taken, the quicker and more complete the result achieved.

The report is signed by L. C. Harris, chairman of Committee (Ellerman and Bucknall S.S. Co., Ltd.); E. F. Abbott (Union-Castle Mail S.S. Co., Ltd.); W. G. Inglis (Anderson, Green and Co., Ltd.); H. R. Miller (United Kingdom Mutual S.S. Assurance Association); G. H. Neakes (New Zealand Shipping Co., Ltd.); A. Woods, (Lampport and Holt, Ltd.); C. Dance (Atlantic Transport Co., Ltd.); H. M. Clemmison (General Manager, Chamber of Shipping of the United Kingdom); C. V. S. Potts, Secretary of Committee.

## GENERAL NOTES.

A conference to fix rates for the steamships doing business between San Francisco, Hawaii and the Far East has been formed in San Francisco to take the place of the Pacific West-bound Conference, which was recently interrupted through withdrawal of two lines. The China Mail has declined to enter the conference, but has announced that it will abide by the rates established. A similar conference will be formed at Seattle for the northwestern ports.

Two more of the "535 2s boats will soon be on the Seattle run for the Admiral Line. The "Silver State" completed her trials on May 8, steaming 18½ knots. She was delivered at New York on May 15 and was to have sailed on June 4, from Seattle for Yokohama and Kobe on June 9. The "Keystone State" will sail from Seattle on June 18. The "Wenatchee," which developed engine troubles on the way out, greatly upsetting her schedule, will be laid up for repairs in Seattle, and delayed about 30 days, sailing on her next trip on July 30.

The Asahi feels inclined to think that the reported invasion of the Calcutta line by the Osaka Shosen Kaisha has not come true yet, and says that there are traces of a tacit agreement having been concluded between it and the Nippon Yusen Kaisha when it forced its way into the Australian line, not to touch the Calcutta line and if it wishes to open a line to Calcutta it would first seek an understanding with the other party. Entrance into the Indian line will lead to bitter competition and arouse serious disturbances in marine circles. Accordingly, the observation prevails that it is still premature especially as the Allied companies stick together very firmly.

The shipping companies participating in the Hongkong Conference, in consideration of the present depressed conditions, have assented to the proposal by the N.Y.K. to lower the freight rates, which were fixed at the beginning of last November. Beer, fertilizer, isinglass, glazed paper, timber for the manufacture of match cases, newsprint, strawboard, sulphur, etc., to which was applied the rate on drygoods (£7 per ton), will have to pay only Y6, which sum is equal to the rate on low-priced commodities. They have all agreed to put the proposal in force at once. The N.Y.K. adapted it to the "Nagato-Maru" which departed from Kobe on May 17.

The Japanese shipbuilding yards are now living from hand to mouth on the construction of Government ships of small size and on the refitting of old ships. The Government

## SOVIET FIASCO.

## VOROVSKY'S ADMISSION.

## COMMUNISM A FAILURE.

Vorovsky, the emissary of Lenin in Italy, who is endeavouring to accomplish the same success as Krasin has apparently achieved in England, has made what may be regarded as a damaging statement about the present state of Bolshevism in Russia. Interviewed at Rome by a representative of the *Journal*, who, on pointing out that the Soviets had brought Russia to ruin, since industrial activity had practically ceased, Vorovsky replied that it was the fault of the terrible blockade imposed by the Allies. On being reminded that Communism was not suitable to the present conditions of economic development of countries, and that Lenin himself had given a striking proof of this by modifying his action, Vorovsky made the following admission:—

It is true. The time for complete Communism, not even that of which Karl Marx dreamed, has not yet come. Our experience has shown it. The concessions that we have had to make to the peasants in giving them liberty to sell the greater part of their produce constitute a step backwards. There is no doubt about that. These concessions have been imposed by circumstances. Communism would like to nationalise all the means of production and exchange. That is to say, the State, by reciprocity ought to be in the position to distribute on its side to the producer all that is necessary to him for his existence and for his work. Now, in Russia at the present moment the State has nothing, or almost nothing, to distribute; it has nothing but salt and petrol. We have made an experiment on too vast a scale. It affects 150,000,000 inhabitants. We are going to return to the limits of the possibilities of the moment. The rest will come by degrees.

Vorovsky was next asked why the Soviets were attempting by every means in other countries where circumstances were less favourable than they seem to be in Russia to bring about the same costly experiment. Visibly inconvenienced by the question, he made this reply:—

You are mixing up the Government of Moscow with the Third International. The two things are absolutely different. The second is an organisation essentially political, which uses its natural right to make propaganda. He denied that the commercial missions had received instructions to profit from their stay abroad to prepare the countries to which they were sent for the social revolution.

"These instructions do not exist," he said. "It is a faded document that has been published. We believe we represent the majority of Russian public opinion. We desire to resume commercial relations with Europe."

## GOLF.

## CAPTAIN'S CUP WINNER.

The Captain's Cup of the Royal Hongkong Golf Club was played over Main Course at Fanling, during week end June 4, 5, and 6. The winner was Mr. A. E. Crapnell, 91-9-82.

The Main Course at Fan Ling is closed for play until further notice to enable Green Committee to have the Greens etc., top-dressed.

Steamers now under construction are all under 100 tons, including ferry-steamers, coal transports, and Customs house launches. Repairs are now by no means despised and there is considerable competition to secure them. The Nippon Yusen Kaisha and Osaka Shosen Kaisha have hitherto given their repair work mostly to the Yokohama Dock and the Osaka Ironworks, with which they are connected. They now show a disposition to invite tenders from all dockyards for the lowest possible charge.

## DAIRY FARM NEWS.

## JUST RECEIVED

consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets,  
 Haddocks,  
 Kippers.

THE DAIRY FARM, ICE &amp; COLD STORAGE Co., Ltd.

## TO-DAY'S CABLES.

(Radio's Service to the China Mail.)

## ANGLO-JAPANESE ALLIANCE.

GOVERNMENT TO CONSULT DOMINIONS PREMIERS.

THE TREATY AND THE LEAGUE.

LONDON, June 7.

In the House of Commons, replying to Mr. Neil Maclean (Labour), who repeated his question with regard to the Anglo-Japanese Treaty, Mr. Austen Chamberlain said that he had nothing to add to his previous reply. He pointed out that Korea was annexed to Japan under the Treaty between Japan and Korea in 1910 and that the independence and territorial integrity of Korea were not mentioned in the present Anglo-Japanese agreement. The Treaty would undoubtedly be consistent with our obligations to the League of Nations. He reiterated that the Government would come to no decision until it had consulted the Dominions prime ministers, as the Dominions were greatly interested in the matter and the Government was anxious to have the advantage of their advice before coming to a decision. The Government would make an announcement in the House of Commons as soon as it could. No doubt the Commons would be able to discuss the matter if they wished.

In the House of Commons on June 10, Mr. Neil Maclean asked whether the Government intended to renew the Anglo-Japanese Treaty; whether the terms of the Treaty would be submitted to the House of Commons for ratification; whether the Government would insist on Japan recognising her obligations to maintain the independence and territorial integrity of Korea and China; whether restoration would be made of Korea's national institutions; and whether the cancellation of the Chinese and Japanese treaty resulting in Japan's ultimatum to China in May of 1915 would be made conditions of the renewal of the Anglo-Japanese Alliance would be considered at the forthcoming meeting of the Imperial Cabinet. He was unable at present to make a statement on the matter. Commr. Kenworthy: Will there be an opportunity for discussion in the House of Commons before final ratification? Mr. Austen Chamberlain replied that he could not make pledges hampering the treaty powers of the Crown but the Government would give information to the House of Commons as soon as it properly could.

## JAPANESE CROWN PRINCE.

PARIS, June 3.

Public opinion greatly appreciates the act of the Japanese Crown Prince in personally laying a magnificent wreath on the grave of the unknown French warrior. The Prince will give a dinner in honour of the Ambassadors of the Allied powers.—*Havas*.

## ANTI-DUMPING LEGISLATION.

BILL PASSES READING DESPITE OPPOSITION.

LONDON, June 7.

In the House of Commons, in spite of considerable opposition in the course of the debate, the Safeguarding of Industries Bill to prevent dumping passed the second reading by a substantial majority.

## COUNTY CRICKET.

LONDON, June 7.

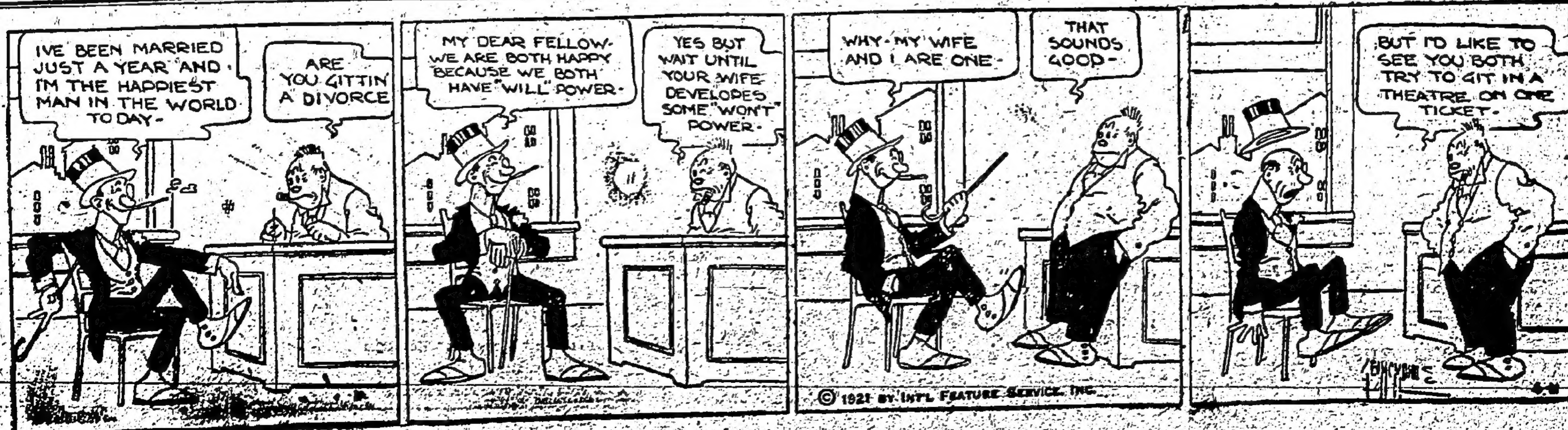
Hampshire beat Somerset by eight wickets; Surrey beat Essex by an innings and 32 runs; Lancashire beat Leicestershire by 284 runs, and Sussex beat Norths by five wickets.

## TENNIS CHAMPIONSHIPS.

SHIMIDZU SUCCESSFUL IN OPENING ROUNDS.

LONDON, June 8.

The chief interest in the opening rounds of the Kent tennis championships at Beckenham yesterday was the appearance of Shimidzu who in the first round beat Uber 6-0, 6-4 and in the second round beat Johnstone 6-1, 6-0. His forehand play is considered as effective as ever, and his backhand has apparently been considerably strengthened. In the second round Botsford beat Wu 6-1, 6-3. In the men's doubles first round the South African Wheatley and Major Hartwell beat Wu and Martin 6-1, 6-1. Shimidzu partners C. P. Dixon, and Deane Jacob in the doubles championship at Wimbledon.



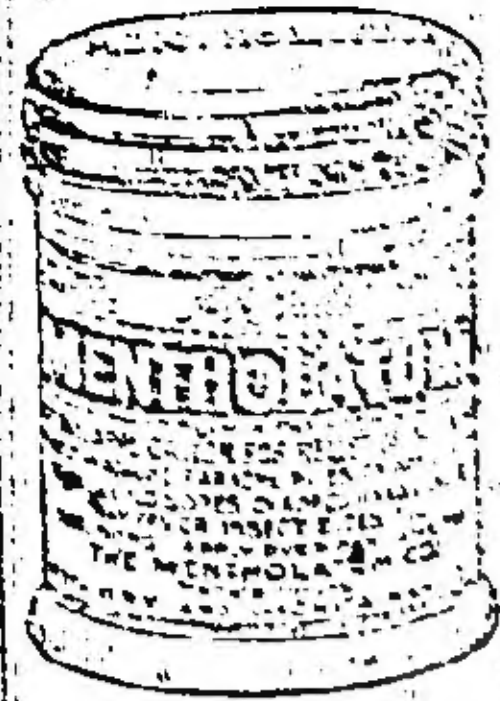






# MENTHOLATUM

## the BEST REMEDY



FOR COLD IN THE HEAD WHEN  
APPLIED IN THE NOSTRILS.

OBTAINABLE FROM  
ALL CHEMISTS.

## TO-DAY'S CABLES.

(Sender's Service to the China Mail)

HONGKONG GOVERNMENT.

NO CHANGE AT PRESENT NECESSARY.

HONG KONG GOVERNMENT.

LONDON, June 7.

In the House of Commons, questioned as regards a more popular form of Government in Hongkong, Major, E. F. L. Wood, Under Secretary for the Colonies, declared that the Government had carefully considered the Governor's report and had come to the conclusion that no change was at present necessary, but the Governor would doubtless again raise the question when a change was desirable.

TRAINING FOR THE BIG FIGHT.

SECRECY FOR CARPENTIER PUBLICITY FOR DEMISEY.

BOTH BOXERS FREED SHORTLY AFTER.

NEW YORK, June 7.

An army of international journalists has assembled to report the training of Dempsey and Carpentier. The latter is hedged in portentous secrecy in a sylvan retreat in Manhattan surrounded by high walls. He relaxes restrictions three times a week when a group of favoured journalists are admitted for a short talk. Dempsey is training in the utmost publicity in a gymnasium in Atlantic City designed as an open air theatre which is daily crowded. Fifty per cent. of those present are women with whom the champion is enormously popular. He spars with pneumatic gloves, his partners wearing aluminium headguards for protection against the much-advertised terrible punch. Dempsey states that it is his intention to adopt tactics like in the Willard fight and go after Carpentier from the start. Carpentier is confident of knocking out Dempsey in the fourth round. Both agree that the fight is not likely to last longer. Dempsey reopened an old cut over the eyes and was compelled to cease practice for some days.

IMPERIAL AIR COMPANY.

A SUGGESTION FOR THE IMPERIAL CABINET.

LONDON, June 7.

The Transman Agent-General has submitted for discussion by the Imperial Cabinet a proposal that an imperial air company be formed with a capital of £1,500,000 to take over the airships, material, and plant which the British Government is willing to hand over. He suggests that the company immediately issue £750,000, India, Australia, and South Africa each taking up a £100,000, New Zealand £55,000, the Malay States £20,000, and the general public £375,000. If Egypt desires to join the amounts can be adjusted to provide for her inclusion. The control of the company would be vested in a dozen directors, seven of whom would be nominees of the Government. Reuter understands that Major-General Sir Frederick Sykes, Controller-General of Civil Aviation, will address the Imperial Conference on the question of the establishment of the company.

COAL DEADLOCK.

DEFINITELY FAVOURABLE TURN AT LAST.

LONDON, June 7.

The mining deadlock has at last taken a definitely favourable turn. The miners' executive, which sat for three hours, decided to ask the owners to-morrow for final elucidation of a number of questions, to summon a delegate conference on June 10, and to recommend a ballot of members.

LONDON, June 7.

The conference of coal owners and miners adjourned to enable both sides to consider the situation separately.

LONDON, June 7.

Questioned after the meeting, members of the miners' executive were very optimistic. They declared that the owners' latest proposals were a great improvement compared with previous offers and would apparently enable the miners to resume without fear of wages being reduced below subsistence level. The executive intend to use their influence in favour of a settlement.

DIAMOND THIEVES ARRESTED.

REVOLVER FIGHT WITH POLICE ON BROADWAY.

NEW YORK, June 7.

A masked man and woman attempted to rob a Sixth Avenue diamond merchant named Merriam last night. They were arrested after a revolver fight with the police on crowded Broadway.

COTTON WAGES DISPUTE.

MINISTER OF LABOUR ACTIVE.

LOYDON, June 7.

Dr. T. J. Macnamara, Minister of Labour, conferred with the Lancashire cotton operatives to-day. He meets the employers to-morrow. It is expected that there will be a conference between both parties at Manchester on June 13.

TIENTIN MAN'S ESTATE.

LONDON, June 7.

The late Mr. William McElduff, of Tientsin, left £5,754.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

### LONDON SERVICE

| "MACHAON"  | 18th June | London, Rotterdam & Hamburg |
|------------|-----------|-----------------------------|
| "ANGELISE" | 21st June | London, Amsterdam & Antwerp |
| "MENTOR"   | 19th July | London, Amsterdam & Antwerp |
| "TEUCER"   | 11th Aug. | London, Rotterdam & Hamburg |
| "TERESIAS" | 12th Aug. | London, Amsterdam & Antwerp |

### LIVERPOOL SERVICE

| "OANFA"     | 18th June | Millers, Havre, Liverpool & Genoa |
|-------------|-----------|-----------------------------------|
| "EURYDAMAS" | 19th July | Genoa & Liverpool                 |
| "YANGTZE"   | 20th July | Millers, Havre, Liverpool & Genoa |
| "AGAMEMNON" | 21st July | Genoa & Liverpool                 |

### PACIFIC SERVICE

| "TALTHYBIUS"  | 18th June | Victoria, Seattle and Vancouver |
|---------------|-----------|---------------------------------|
| "TYNDAROS"    | 19th July | Victoria, Seattle and Vancouver |
| "PROTESILAUS" | 20th Aug. | Victoria, Seattle and Vancouver |

### NEW YORK SERVICE

| "DEUCALION" | 18th July | via Suez or Panama |
|-------------|-----------|--------------------|

### HOMEWARD PASSENGER SERVICE.

| "ANGELISE" | 21st June | for London |
|------------|-----------|------------|
| "MENTOR"   | 19th July | for London |
| "TEUCER"   | 11th Aug. | for London |
| "ASCANIUS" | 12th Aug. | for London |

For Freight and all Information Apply to

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## POST OFFICE NOTICES.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the times given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

### INWARD MAILS.

THURSDAY, JUNE 9.

| Shanghai                    | ..... | Chusan |
|-----------------------------|-------|--------|
| Amoy and Swatow             | ..... | Amoy   |
| Japan                       | ..... | Amoy   |
| London (via Suez or Panama) | ..... | Amoy   |
| Amoy                        | ..... | Amoy   |

FRIDAY, JUNE 10.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SATURDAY, JUNE 11.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SUNDAY, JUNE 12.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

MONDAY, JUNE 13.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

### OUTWARD MAILS.

For Times.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

THURSDAY, JUNE 9.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

FRIDAY, JUNE 10.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SATURDAY, JUNE 11.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SUNDAY, JUNE 12.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

MONDAY, JUNE 13.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

TUESDAY, JUNE 14.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

WEDNESDAY, JUNE 15.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

THURSDAY, JUNE 16.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

FRIDAY, JUNE 17.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SATURDAY, JUNE 18.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

SUNDAY, JUNE 19.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

MONDAY, JUNE 20.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

TUESDAY, JUNE 21.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

WEDNESDAY, JUNE 22.

| Amoy                        | ..... | Amoy |
|-----------------------------|-------|------|
| London (via Suez or Panama) | ..... | Amoy |
| Amoy                        | ..... | Amoy |
| Amoy                        | ..... | Amoy |

## WEATHER REPORT.

June 8d. 12h. 15m. Pressure is high over Japan and lower over In China. It has increased slightly from Amoy to Kaitum; and over S.W. Japan. Changes elsewhere are small since yesterday.

Hongkong Rainfall for the 24 hours ending at 11 a.m. to-day, 0.02 inch. Total since January 1st, 18.47 inches, against an average of 27.33 inches.

Forecast for the 24 hours ending at noon on June 9th.

1. Hongkong on Gay Rock. S.E. winds, moderate; cloudy.

2. Formosa Channel. Variable winds, moderate.

3. South coast of China between Hongkong and Lamma. The same as No. 2.

4. South coast of China between Hongkong and Hainan. The same as No. 1.

## ROYAL OBSERVATORY.

HONGKONG.

## DAILY WEATHER REPORT.

JUNE 8, 1921.—a.m.

| Barometer    | Thermometer | Humidity | Direction | Force | Weather |
|--------------|-------------|----------|-----------|-------|---------|
| at Sea Level |             |          |           |       |         |
| at 1000 ft.  |             |          |           |       |         |
| at 2000 ft.  |             |          |           |       |         |
| at 3000 ft.  |             |          |           |       |         |
| at 4000 ft.  |             |          |           |       |         |
| at 5000 ft.  |             |          |           |       |         |
| at 6000 ft.  |             |          |           |       |         |
| at 7000 ft.  |             |          |           |       |         |
| at 8000 ft.  |             |          |           |       |         |
| at 9000 ft.  |             |          |           |       |         |
| at 10000 ft. |             |          |           |       |         |
| at 11000 ft. |             |          |           |       |         |
| at 12000 ft. |             |          |           |       |         |
| at 13000 ft. |             |          |           |       |         |
| at 14000 ft. |             |          |           |       |         |
| at 15000 ft. |             |          |           |       |         |
| at 16000 ft. |             |          |           |       |         |
| at 17000 ft. |             |          |           |       |         |
| at 18000 ft. |             |          |           |       |         |
| at 19000 ft. |             |          |           |       |         |
| at 20000 ft. |             |          |           |       |         |

C. W. JEFFRIES, Director.

Hongkong Observatory, June 8, 1921.

- Barometer reduced to 31 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
- Thermometer, in the shade in degrees Fahrenheit.
- Humidity, in percentage of saturation the tendency of air saturated with moisture being 100.
- Direction of Wind, to two points.
- Force of Wind, according to Beaufort Scale.
- State of Weather, in blue sky, clear, cloudy, drizzle, rain, fog, snow, hail, lightning, overcast, passing showers, squalls, rain, snow, thunder, visibility, etc.
- Rain in inches tenths and hundredths.

## HONGKONG REGISTER.

| Barometer         | 29.65 | 29.70 | 29.71 |
|-------------------|-------|-------|-------|
| Thermometer       | 85    | 80    | 80    |
| Humidity          | 78    | 96    | 88    |
| Direction of Wind | SSE   | E     | E     |
| Force             | 2     | 1     | 3     |
| Weather           | 0.01  | 0.00  | 0.02  |
| Rain              |       |       |       |

Highest open air temperature on the 7th, 85. Lowest open air temperature on the 7th, 72.

T. F. CLAXTON, Director.

Hongkong Observatory June 8, 1921.

## HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 1 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. The Ball is hoisted at least at the 5th minute and falls at the 5th minute. Should the ball fail to drop at the correct time it will be lowered 15 minutes past the hour and the ordinary routine repeated at the following hour, if possible. Should the Time Ball be cut off order the above routine will be carried out with the flag "Z" on the Signal Mast.

Time Signals are also given at night by means of three white lamps, mounted vertically on the Observatory wireless mast. From 8.45 to 10.00 p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 23rd, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (5 hours East of Greenwich).

## ENTERTAINMENTS.

## THE CORONET

At 2.30, 5.15, 7.15 & 9.15

Episodes 3, 4 & 5 of

## "THE LOST CITY."

Snub Rollard in "YOU'RE PINCHED."

GORONET REVIEW.

## KOWLOON THEATRE

WATCH THIS SPACE  
FOR OPENING DATE

## HONGKONG THEATRE.

TO-NIGHT UNTIL FRIDAY.  
at 5.15 and 9.15 p.m.

J. STUART BLACKTON

## "THE JUDGMENT HOUSE"

Featuring WILFRED LUCAS  
Cavalier prices.

## "A GOOD HIDING."

## SMALL APPRENTICE BEATEN.

THE CUSTOM OF THE COUNTRY.

Having given a "good hiding" to an erring apprentice, a youth employed by a Chinese printing establishment in Third Street, West Point, was this morning charged before Magistrate Orme.

The defendant said that the boy was sent to market. He was absent from the shop for over an hour, and the master considering this to be due to laziness, ordered witness to give the boy a "good hiding"—when he came back. This order he carried out.

Inspector Appleton produced the medical certificate stating that the boy had a swollen ear and several ugly cane marks on the back. The Inspector said that the master of the shop had absconded.

The Magistrate said that while the doctor certified that the beating was done vigorously, it was not dangerous. Undoubtedly among the lower class Chinese such a beating would be looked upon as ordinary chastisement of an erring apprentice. In the absence of the master he thought the case was hopeless as he could not make the defendant responsible.

Inspector Appleton: But he did the beating, your Worship.

The Magistrate: Yes, but he was ordered to do it. We must abide by the custom of the country. I will refer the case to the S.C.A. and remand the defendant until Friday.

## A LITTLE MISTAKE.

A little mistake proved the undoing of a marine hawk charged by Inspector Brown, of Yau-mai Station, before Magistrate Lindell this morning with the unlawful possession of a Kodak camera, valued at \$30.

A Chinese constable said that he saw the defendant getting out of a ricksha with something under his coat. A search led to the discovery of the camera